



AGENDA

SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

June 22, 2006

6:30 P.M.

WEST CONFERENCE ROOM

CALL TO ORDER

ROLL CALL

SCHEDULED PRESENTATION

There is no scheduled presentation at this time.

PUBLIC ANNOUNCEMENTS

(Speakers are limited to 3 minutes for announcements of related Board/Commission events, programs, resignations, recognitions, acknowledgments)

CONSENT CALENDAR

- 1.A) Approval of Draft Minutes from May 18, 2006
- 1.B) Approval of Agenda
- 1.C) Approval of 2006 Calendar

CITIZENS TO BE HEARD

This category is limited to 15 minutes, with a maximum of three minutes per speaker. If your subject is not on the agenda, you will be recognized at this time; but the Brown Act (Open Meeting Law) does not allow action by Board or Commission Members. If you wish to speak to a subject listed on the agenda, you will be recognized at the time the item is being considered by the Board or Commission.

PUBLIC HEARINGS/GENERAL BUSINESS

- 2. MOTION Transportation for Clean Air Funding Prioritization
- 3. MOTION Sunnyvale Bicycle Plan Update – Study Issue

4. MOTION Tasman/Fair Oaks Pedestrian and Bicycle Circulation
Plan Implementation

NON-AGENDA ITEMS AND COMMENTS

- BPAC ORAL COMMENTS
- STAFF ORAL COMMENTS

INFORMATION ONLY ITEMS

1. Approved May 4, 2006 Meeting Minutes
2. BPAC Active Items Report
3. BPAC Email
4. Arques Avenue Bicycle Lane

ADJOURNMENT

Notice to the Public:

Agenda information is available by calling Dieckmann Cogill at (408) 730-2713. Agendas and associated reports are also available on the City's website at <http://www.sunnyvale.ca.gov/>, biking.inSunnyvale.com or at the Sunnyvale Public Library, 665 W. Olive Ave., Sunnyvale, 72 hours before the meeting. Please contact the Department of Public Works Transportation and Traffic Division office at (408) 730-7412 for specific questions regarding the agenda.

Pursuant to the Americans with Disabilities Act, if you need special assistance in this meeting, please contact Dieckmann Cogill at (408) 730-2713. Notification of 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. (29 CFR 35.104 ADA Title II)

GUIDELINES FOR ADDRESSING THE BOARD OR COMMISSION

Public Announcements – Beginning of Meeting

- 3 minutes or less per speaker.
- Speakers are requested to give their name (address is optional).
- Recognition of a special achievement.
- Announcement of public event with definite time and date.
- Public events that are of Board/Commission interest that occur in the City annually. (Only announce one time for the year).

Public Hearings – Order of Hearing as Follows:

- Opening remarks by the applicant (if applicable).
- Speakers are requested to give their name (address is optional).
- Anyone interested in addressing the Council (may only speak one time).
- Closing remarks by the applicant (if applicable).
- Time limit of 3 minutes per person (to be extended at discretion of Chair). Please make comments brief and be prepared to provide new input.

Citizens to be Heard

- Any item relevant to the Board and/or Commission
- Speakers are requested to give their name (address is optional).
- Items not on the agenda.
- Items that do not fall within the scope of the Public Announcement section.
- Time limit of 3 minutes, 15 minutes total for this category (to be extended or continued to end of Board/Commission business, at the discretion of the Chair). Limit to one appearance during this section.

<p>If you wish to provide the Board/Commission with copies of any handout materials you are presenting, please provide sufficient copies for each Board/Commission member, the Recording Secretary and other staff present.</p>

Sunnyvale Bicycle and Pedestrian Advisory Committee
June 22, 2006
Staff Reports

Consent Calendar Items

1.A) Draft Minutes from May 18, 2006 (*Attachment 1*)

1.C) 2006 Calendar (*Attachment 2*)

Public Hearings/General Business

2. Transportation Fund for Clean Air Prioritization

Staff has received a call-for-projects for the TFCA Regional Fund from the Bay Area Air Quality Management District (BAAQMD). These funds are available for projects that reduce air pollutant emissions. Provided in Attachment 3 is information on the Regional Fund application process, including eligible project types, evaluation criteria, and guidelines for project types.

The Regional Fund applies to "Bicycle Facility Improvements" projects; however, it has been difficult in the past to meet the TFCA Funding Effectiveness criterion with bicycle lanes in Sunnyvale. Any project under this category must be included in the *Santa Clara Countywide Bicycle Plan*. At this time, this limits the eligible bicycle facility project to the following streets:

1. Sunnyvale Avenue
2. Mary Avenue
3. Maude Avenue
4. Moffett Park Drive, west of Mathilda
5. Washington Avenue

Staff recommends that the City submit an application for bicycle facility improvements on Mary Avenue between Homestead and Fremont. The Regional Fund also applies to "Smart Growth/Traffic Calming" projects. Staff recommends that the City submit an application to funding improvements identified in the *Fair Oaks/Tasman Bicycle and Pedestrian Circulation Plan*.

Recommended Action and Alternatives

1. Recommend that City Council authorize filing of FY 2006/2007 Transportation Fund for Clean Air applications for Mary Avenue Bicycle Lanes between Homestead and Fremont, and Fair Oaks/Tasman Bicycle/Pedestrian Facility Improvements.
2. Recommend that City Council authorize filing of FY 2006/2007 Transportation Fund for Clean Air applications for another project.
3. Recommend that City Council not authorize filing of FY 2006/2007 Transportation Fund for Clean Air applications.

Staff recommends Alternative 1.

3. Sunnyvale Bicycle Plan Update – Study Issue

In December 2005 the City Council prioritized the update of the Sunnyvale Bicycle Plan as part of the Study Issue process based on the existing City Policy to periodically “Reassess all goals, policies and action statements and make appropriate additions, deletions and modifications to the Bicycle Plan”. The current Bicycle Plan was completed in 1993. However the *1998 Sunnyvale Bicycle Opportunities Study*, the *2000 Bicycle Capital Improvement Program (CIP) Study*, and the *2004 Bicycle Transportation Plan* have been completed to augment the 1993 Bicycle Plan. All the documents have been heavily used to guide Sunnyvale bicycle planning and project programming, and to promote increased bicycling on both a local and regional basis.

There have been many bicycle related improvements within the last 10 years. These changes have been incorporated into the proposed 2006 Bicycle Plan (Enclosed). In addition, many of the goals, policies and action statements have been updated or revised in order to more effectively meet the needs of the bicycling community. Lastly, the 2000 Bicycle CIP has been updated and incorporated into the Plan.

The plan was revised based on public and BPAC input received on May 18, 2006. City Council will take action on the plan on **July 18, 2006**. See Attached Draft Report to Council (Attachment 4).

Recommended Action and Alternatives

1. Recommend that City Council approve the 2006 Sunnyvale Bicycle Plan
2. Recommend that City Council approve the 2006 Sunnyvale Bicycle Plan with modifications
3. Recommend that City Council not approve the 2006 Sunnyvale Bicycle Plan.

Staff recommends Alternative 1.

4. Tasman/Fair Oaks Pedestrian and Bicycle Circulation Plan Implementation

Staff will present details of the Tasman/Fair Oaks Pedestrian and Bicycle Circulation Plan Implementation for conceptual approval.

Recommended Action and Alternatives

1. Recommend that City Council approve the staff recommended conceptual design for the Tasman/Fair Oaks Pedestrian and Bicycle Circulation Plan implementation.
2. Recommend that City Council that City Council approve the staff recommended conceptual design for the Tasman/Fair Oaks Pedestrian and

Bicycle Circulation Plan implementation with modifications.

3. Recommend that the City Council not approve the conceptual designs for the Tasman/Fair Oaks Pedestrian and Bicycle Circulation Plan implementation.

Staff recommends Alternative 1.

Information Only Items

1. Approved May 4, 2006 Meeting Minutes (*Attachment 5*)
2. BPAC Active Items Report (*Attachment 6*)
3. BPAC Email (*Attachment 7*)
4. Arques Avenue Bicycle Lane – As part of the Lowe's Home Improvement Center Development, the westbound bicycle lane has been constructed all the way to the intersection of Wolfe/Arques. Previously, the bike lane was dropped approximately 550 feet from the intersection of Wolfe/Arques due to lack of right-of-way.



MINUTES

SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

The Bicycle and Pedestrian Advisory Committee met in a special session at 7:00 p.m. on May 18, 2006 with Committee Chair Mayer presiding. The meeting was held in the West Conference Room, City Hall, 456 West Olive Avenue, Sunnyvale. A public input meeting for the Sunnyvale Bicycle Plan Update was also held as part of this meeting.

ROLL CALL

Members Present: Kevin Jackson
Ralph Durham
Andrea Stawitcke
Thomas Mayer
Cindy Cotton
Thomas Reuner
Gerald Gras

Members Absent: None

Staff Present: Dieckmann Cogill, Senior Transportation Planner

Visitors: John Ciccarelli
Mark Kaminsky
Rich Ober
Thomas Granvold

SCHEDULED PRESENTATION

The Draft 2006 Bicycle Plan Presentation was moved after Citizens to Be Heard at the request of the Chair.

PUBLIC ANNOUNCEMENTS

None

CONSENT CALENDAR

- 1.A) Approval of Draft Minutes from May 4, 2006
- 1.B) Approval of Agenda
- 1.C) Approval of 2006 Calendar

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Motion – Jackson/Gras, Approval of the Consent Calendar items 1.B and 1.C

The motion carried unanimously

Jackson pulled Item 1A and requested that the word “boulevard” be changes to plural.

Motion – Jackson/Gras, Approval of the May 4, 2006 Minutes with amendment.

The motion carried unanimously

CITIZENS TO BE HEARD

Kaminsky reported to the committee that bicycle lanes are not swept regularly enough to keep them safe. He finds it safer to ride outside of the bike lane at times. He requested that the bike lanes be swept more often.

Granvold informed the committee that the right lane on Evelyn Avenue east of Fair Oaks Avenue is closed for storage of vehicles and construction equipment. He reported that this condition creates a more dangerous situation for bikes.

Ober reported that he likes to bike on the new Calabazas Creek Trail, but that he would like the City to look at a better way to cross Tasman Drive.

PUBLIC HEARINGS/GENERAL BUSINESS

2. Bike Plan Update

Cogill presented the staff report and described the details of the proposed 2006 Bicycle Plan. She then requested public input. The following is a list of comments received from the public and the committee:

- In the CIP break up Lakehaven into two sections at Silverlake.
- Regarding transit capacity for bicycles, add a policy that states that transit agencies should provide sufficient bicycle capacity to meet the demands.
- Include policy about encouraging biking throughout downtown and to downtown destinations.
- BP.B1 Strengthen the language for this policy.
- BP.B4 include the County in this policy
- Include a statement about replacing striping and pavement markings when needed.
- Include a statement about installing curb ramps in residential neighborhoods to facilitate young children biking to school.
- Strengthen language about the importance of regular street sweeping on bike lanes and routes.
- Strengthen language about construction zone safety.

- Remove the term "whenever feasible" from BP.B2a
- Include language about accommodating bicyclists on all streets in Sunnyvale.
- Encourage employer commute incentives.
- Encourage bike parking requirements in the Municipal Code.
- Add counts to BP.B6.
- Identify education channels to implement the education goals.
- Add action item for the enforcement of violations that discourage bicycling.
- Add statement to assure that debris from collisions is not swept into the bike lanes.
- BP.C5.A, remove the word cyclist.
- In the environment section, mention Baylands Park.
- Clarify the page 5 table.
- Emphasize the mode split in Moffett Park
- Include Wilcox High School in discussions about schools.

No formal action necessary.

3. Review of FY 06/07 Proposed Budget and Resource Allocation Plan and Schedule for Adoption

Staff gave a very brief overview of the budget as it pertains to the BPAC, informed the committee where they can find more detail about the proposed budget, and of the June 13, 2006 City Council Public Hearing.

No formal action necessary.

4. Bike to Work Day Debrief

Cogill presented statistics from the days events.

The committee recommended that stickers and sunscreen be provided next year at the energizer stations.

No formal action necessary.

NON-AGENDA ITEMS AND COMMENTS

• BPAC ORAL COMMENTS

Jackson stated that he believes that the Sharrow utility bill stuffers are misleading.

Reuner suggested that the BPAC application be made into a web form.

- STAFF ORAL COMMENTS

None


INFORMATION ONLY ITEMS

No comments

ADJOURNMENT

The meeting adjourned at 9:45 p.m.

Respectfully submitted,



Dieckmann Cogill, Senior Transportation Planner

MASTER WORK PLAN BOARDS AND COMMISSIONS CALENDAR

Board or Commission **BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**

Calendar Year 2006

List all significant agenda items below. Include all pertinent items from the Council Study Issues Calendar.

MEETING DATE	AGENDA ITEM/ISSUE
January 26 **(note date change)	Utility Bill Stuffer Concepts Bike Plan Update Mathilda/Caltrain Bridger EIR Scoping Caltrain Bike Lockers Volunteer Patrol Bicycle Friendly Community Application
February 16	Bike to Work Day Planning Health and Safety Fair Sunnyvale Caltrain Station Bike Lockers TFCA 40%
March 16	2006 AC Overlay/Reconstruction List (info only) 2006 Curb Ramp Installation List (info only) Bike to Work Day Planning Health and Safety Fair Bike Plan Update
April 27	Bike to Work Day Planning 06/07 TDA Allocation Bike/Ped Promotional ideas Walk to School Day Planning Bike Plan Update
May 18	Review of 06/07 Proposed Budget Bike to Work Day debrief Bike Plan Update
June 22	TFCA Funding Prioritization Bike Plan Update Recommendation
July 20	Election of Officers Review Code of Ethics and Parliamentary Procedures Study & Budget Issue Development
August 17	Study & Budget Issue Development
September 21	Study & Budget Issue Preparation
October 19	Pedestrian Safety and Opportunities Study
November 16	
December 21	2006 Work Plan

BAY AREA
AIR QUALITY



TRANSPORTATION
FUND FOR
CLEAN AIR

ATTACHMENT **3**

2006

Transportation **F**und for **C**lean **A**ir --- ---

Regional Fund Application Guidance

Bay Area Air Quality Management District
939 Ellis Street, San Francisco, CA 94109
May 2006

Eligible Project Types

The following project types are eligible for funding under the Regional Fund:

- **Ridesharing:** The implementation of ridesharing programs.¹
- **Heavy-Duty Clean Air Vehicles:** The purchase or lease of clean fuel buses for school districts and transit operators.
- **Shuttle/Feeder Bus Service:** The provision of local feeder bus or shuttle service to rail and ferry stations and to airports.
- **Arterial Management:** Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets."
- **Transit Information and Integration:** Implementation of rail-bus integration and regional transit information systems.
- **Telecommuting/Congestion Pricing:** Implementation of demonstration projects in telecommuting projects and in congestion pricing of highways, bridges and public transit. No funds expended pursuant to this paragraph for telecommuting projects shall be used for the purchase of personal computing equipment for an individual's home use.
- **Vehicle-Based Projects:** Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to, engine repowers, engine retrofits. Fleet modernization, alternative fuels, and advanced technology demonstrations.
- **Bicycle Projects:** Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program.
- **Smart Growth/Traffic Calming:** The design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, traffic calming plan, or other similar plan (e.g., bicycle plan or pedestrian plan). Note: these projects are included in what is usually referred to as the "smart growth" project type.

Available Funds

Approximately \$12 million will be available for distribution via the competitive Regional Fund in FY 2006/07. The minimum Regional Fund grant for a single project is \$10,000 and the maximum grant is \$1.5 million for public agencies and \$500,000 (single grant or combined grants) for non-public entities.

Funding Agreements

Project sponsors will be notified by mail after projects are approved for funding by the Air District Board of Directors. Air District staff will prepare project funding agreements that set forth the terms, conditions, and monitoring and reporting requirements of each TFCA grant. The Air District will not execute a funding agreement for an approved TFCA grant until all project funding has been approved and secured.

¹ For purposes of TFCA Regional Fund applications, "ridesharing" means carpooling, vanpooling, or transit.

How Grant Recipients Will Receive Funds

The payment schedule will be established in the funding agreement for each project. No funds will be released until the funding agreement has been signed by the project sponsor and the Air District. In general, payment will be made on a reimbursement basis, after project costs are incurred and documented.

Eligible Project Costs

Appendix C provides additional guidance explaining eligible TFCA project costs. Please note that all project costs, including administrative costs and indirect costs, must be identified in the original project application and must be included in the project budget in the TFCA Funding Agreement in order to be eligible for reimbursement.

Project sponsors may only incur project costs as of the date of grant award approval by the Air District Board of Directors. The Air District will not fund any portion of an applicant's cost of preparing and submitting an application. Any project sponsor receiving funds must expend the funds within two years of the effective date of the Funding Agreement, unless a longer period is approved in advance by the Air District. **Administrative costs are limited by law to a maximum of five percent (5%) of total TFCA funds expended on a project.**

Air District Staff Contacts

Applicants are strongly encouraged to discuss their applications with Air District staff prior to submittal. Air District staff can provide assistance in preparing project applications, and in identifying necessary data to evaluate the potential emission reductions for the project. Please direct your questions to the Air District contact for your type of project.

Project Type	Contact	Telephone No.	E-mail Address
Bicycle Projects	Alison Kirk	(415) 749-5169	akirk@baaqmd.gov
Heavy-Duty Vehicle-Based Projects	Joseph Steinberger	(415) 749-5018	jsteinberger@baaqmd.gov
Shuttles/Feeder Bus Service, Rideshare Programs, Transit Information/Integration	Andrea Gordon	(415) 749-4940	agordon@baaqmd.gov
Arterial Management, Smart Growth/Traffic Calming, Telecommuting/Congestion Pricing	Geraldina Grünbaum	(415) 749-4956	ggrunbaum@baaqmd.gov

I. EVALUATION CRITERIA AND SCORING

In addition to complying with other policies, including achieving cost-effectiveness better than \$90,000 per ton, both public agencies and non-public entities are eligible to receive points under Criteria 1, 2, 3, and 5. Only public agencies are eligible to receive points under Criterion 4. The maximum possible score for a public agency is 100 points and the maximum possible score for a non-public entity is 90 points. Projects will be ranked by the percentage of total eligible points scored (100 for public agencies and 90 for non-public entities) in descending order. A public agency must achieve a minimum score of 40 points to be considered for funding while a non-public entity must achieve a minimum of 36 points to be considered for funding. In the event that two or more projects achieve an equal score, project ranking will be determined by TFCA funding effectiveness (Criterion #1). The project with the best TFCA funding effectiveness will receive priority.

Available TFCA Regional Funds will be allocated to projects beginning with the highest ranking project and proceeding in sequence to lower-scoring projects, to fund as many eligible projects as available funds can fully cover. The point where the next-ranked eligible project cannot be fully funded defines the cut-off point for the funding cycle, i.e., all projects above this point will be funded. Any remaining available funds are generally allocated to projects in the subsequent funding cycle. No partial grant awards will be made; however, grant awards may be reduced from the original application request by mutual consent of the project sponsor and the Air District.

FY 2006/07 TFCA Regional Fund Scoring Criteria

Criteria	Maximum Points
1. TFCA Funding Effectiveness*	60
2. Greenhouse Gas Emission Reductions*	10
3. Other Project Attributes*	10
4. Clean Air Policies and Programs**	10
5. Disadvantaged and PM Impacted Communities*	10
Total	100

* Public agencies and non-public entities eligible to receive points

** Only public agencies eligible to receive points

DISCUSSION

☐ **Criterion 1: TFCA Funding Effectiveness: [maximum 60 points]**

This criterion is designed to measure the cost-effectiveness of a project in reducing air pollutant emissions and to encourage projects that contribute funding from other, non-TFCA sources in excess of required matching funds. TFCA funds budgeted for the project (both TFCA Regional Funds and TFCA County Program Manager Funds combined) will be divided by the estimated lifetime emission reductions for the project. The estimated lifetime emission reductions is the sum of reactive organic gases, oxides

of nitrogen, and weighted particulate matter² that will be reduced over the life of the project. Air District staff will determine the estimated emission reductions and TFCA funding effectiveness for the project.

The point scale for awarding points for this criterion is presented below.

Point Scale for Criterion 1

TFCA \$/Ton		Points	TFCA \$/Ton		Points
\$0	\$19,999	60	\$56,000 - \$57,999		41
\$20,000 - \$21,999		59	\$58,000 - \$59,999		40
\$22,000 - \$23,999		58	\$60,000 - \$61,999		39
\$24,000 - \$25,999		57	\$62,000 - \$63,999		38
\$26,000 - \$27,999		56	\$64,000 - \$65,999		37
\$28,000 - \$29,999		55	\$66,000 - \$67,999		36
\$30,000 - \$31,999		54	\$68,000 - \$69,999		35
\$32,000 - \$33,999		53	\$70,000 - \$71,999		34
\$34,000 - \$35,999		52	\$72,000 - \$73,999		33
\$36,000 - \$37,999		51	\$74,000 - \$75,999		32
\$38,000 - \$39,999		50	\$76,000 - \$77,999		31
\$40,000 - \$41,999		49	\$78,000 - \$79,999		30
\$42,000 - \$43,999		48	\$80,000 - \$81,999		29
\$44,000 - \$45,999		47	\$82,000 - \$83,999		28
\$46,000 - \$47,999		46	\$84,000 - \$85,999		27
\$48,000 - \$49,999		45	\$86,000 - \$87,999		26
\$50,000 - \$51,999		44	\$88,000 - \$89,999		25
\$52,000 - \$53,999		43	\$90,000 - and above		0
\$54,000 - \$55,999		42			

□ Criterion 2: Greenhouse Gas Emission Reductions [maximum 10 points]

This criterion will award a maximum of 10 points (sliding scale 0-10 points) for projects that reduce greenhouse gas emissions, such as carbon dioxide. Inherently, projects that promote alternative modes of transportation and reduce single occupant vehicle trips (e.g., transit, ridesharing, bicycling, and walking), as well as projects that improve motor vehicle fuel economy, will reduce greenhouse gas emissions. This criterion is designed to reward projects that reduce greenhouse gas emissions. TFCA funds budgeted for the project will be divided by the estimated lifetime emission reductions of greenhouse gases for the project. Air District staff will determine the estimated emission reductions, TFCA funding effectiveness, and scale for awarding points.

² Particulate matter emissions includes tailpipe PM, as well as brake particles, tire particles, and re-entrained road dust. Consistent with CARB methodology to calculate PM emission reductions for the Carl Moyer Program, weighted PM emissions will be calculated by adding the tailpipe PM multiplied by a factor of 20, plus the sum of tire, brake, and road dust PM.

□ **Criterion 3: Other Project Attributes [maximum 10 points]**

The purpose of this criterion is to provide a mechanism in the evaluation and scoring process to identify and assess desirable project attributes that are not captured in the analysis of TFCA funding effectiveness. Projects may score points under this criterion based upon other project attributes identified for each project type. The specific project attributes for each project type will be identified after project applications have been received and reviewed.

□ **Criterion 4: Clean Air Policies and Programs [maximum 10 points]**

The purpose of this criterion is to recognize and encourage efforts of public agencies to implement policies and programs that promote the region's air quality objectives, especially land use and transportation policies that help to reduce air pollution from motor vehicles.

To receive points for this criterion, the sponsoring agency must describe its policies and actions to implement the transportation control measures (TCMs) in the most recently adopted strategy(ies) for State and national ozone standards throughout the agency's jurisdiction. Points will be awarded based upon the performance of the project sponsor in implementing those elements of each TCM, which are within the purview of the sponsor agency. Non-public entities are not eligible for points under this criterion.

□ **Criterion 5: Disadvantaged and PM Impacted Communities [maximum 10 points]**

This criterion will award a maximum of 10 points (sliding scale 0-10 points) for projects that directly reduce emissions in economically disadvantaged communities and communities with high PM exposure. For purposes of this criterion, economically disadvantaged communities are defined in a report entitled A Guide to the Bay Area's Most Impoverished Neighborhoods, prepared for the Bay Area Partnership by the Northern California Council for the Community. Forty-six disadvantaged communities throughout the Bay Area are identified in this report. To qualify for points, a project must directly benefit one or more of these communities. The project sponsor must: 1) identify the census tracts in the disadvantaged community that will benefit from the project, 2) specify the percentage of project resources or services that will be delivered to the identified disadvantaged community, and 3) provide a clear explanation as to how the project directly benefits residents in that community. The number of points awarded will be based upon the percentage of project resources that directly benefit the community, and the extent to which the project sponsor demonstrates this benefit.

A PM Impacted Community is any community that falls within the top 60% of total aggregate potential PM_{2.5} exposure for the Bay Area. Potential PM exposure is calculated based upon annual person-tons exposure for children and elderly within each community. Areas with the highest potential PM_{2.5} exposure will receive more points. To qualify for points, the grant application must demonstrate that the project would reduce PM emissions in an Impacted Community.

Bicycle Projects

Basic Eligibility: Applications for bicycle facility improvements must meet the requirements outlined in TFCA Policy #29, Appendix A.

Strengthening Your Application: Bicycle project applications should demonstrate a strong potential to reduce motor vehicle trips by providing bicycle facilities for commute trips, trips to school, shopping, errands, etc. Applications are encouraged for bicycle projects that will:

- Enhance bicycle access to major activity centers
- Enhance bicycle access to transit stations and transit systems
- Close gaps in existing bicycle networks
- Eliminate or mitigate significant safety hazards in the existing road network

Notes: 1) Projects that will be used primarily for recreational bicycle use are not likely to compete successfully for TFCA funds.

2) Off-road bicycle paths typically have higher costs; these projects generally do not score well unless the applicant commits significant matching funds to the project.

Heavy-Duty Clean Air Vehicles

Basic Eligibility: Applications from both public agencies and non-public entities for new heavy-duty clean air vehicles must meet the applicable requirements outlined in TFCA Policies #24 and #26, Appendix A.

Strengthening Your Application: Applicants with only model year 1994 and newer vehicles in their fleet are encouraged to scrap an existing operational diesel vehicle in their fleet because the emission reductions associated with scrapping will be accounted for in calculating the overall emission reductions for the project.

Smart Growth/Traffic Calming

Basic Eligibility: Applications for smart growth and traffic calming must meet the requirements outlined in TFCA Policy #31, Appendix A.

For Smart Growth projects that include bicycle elements, also see *Bicycle Facility Improvements*.

Strengthening Your Application: Applications should demonstrate a strong potential to reduce motor vehicle trips by improving mobility via walking, bicycling, and transit. Projects with the following characteristics are typically more cost-effective in reducing emissions:

- Project is located along high volume transit corridors
- Project is associated with a multi-modal transit center
- Project supports high-density mixed-use development

- Project will redevelop or infill existing high-density communities
- Project is located near major activity centers such as schools, transit centers, civic or retail centers
- Project is supported by the affected neighborhood community

Street and building beautification projects that are not likely to directly reduce motor vehicle emissions will not compete successfully for TFCA funds.

Site-specific traffic calming projects are eligible to receive TFCA funding only if they are part of an approved area-specific plan.

Arterial Management

Basic Eligibility: Applications for arterial management must meet the requirements outlined in TFCA Policy #30, Appendix A.

For arterial management projects that include bicycle elements, also see the section on *Bicycle Facility Improvements*. For projects that include pedestrian elements, see the section on *Smart Growth/Traffic Calming* above.

Strengthening Your Application: Arterial management project applications should demonstrate a strong potential to reduce motor vehicle trips by improving transit, bicycling, and pedestrian mobility. Applications are encouraged for arterial management projects that will:

- Reduce transit headways and speed transit service
- Promote mode shift from motor vehicles to transit, bicycling or walking
- Incorporate means to reduce delays to transit, bicycles, pedestrians, and motor vehicles

Projects to perform routine maintenance of signal systems are not eligible for TFCA funding. Projects that increase vehicle speeds above 30 miles per hour and high technology solutions, such as fiber optic installations to interconnect traffic signals, are not likely to compete successfully for TFCA funds.



July 18, 2006

SUBJECT: Sunnyvale Bicycle Plan Update – Study Issue**REPORT IN BRIEF**

The Sunnyvale Bicycle Plan serves as the primary planning and policy document relative to bicycling in Sunnyvale. City Council prioritized the update of the Sunnyvale Bicycle Plan as part of the 2005 Study Issue process based on the existing City Policy to periodically "Reassess all goals, policies and action statements and make appropriate additions, deletions and modifications to the Bicycle Plan". The Study Issue Paper is attached (Attachment A). The current Bicycle Plan was completed in 1993. However the 1998 *Sunnyvale Bicycle Opportunities Study*, the 2000 *Bicycle Capital Improvement Program (CIP) Study*, and the 2000 (and subsequently 2004) *Bicycle Transportation Plan* have been completed to augment the 1993 Bicycle Plan. All three documents have been heavily used to guide Sunnyvale bicycle planning and project programming, and to promote increased bicycling on both a local and regional basis. Since the 1993 bicycle plan was adopted, the City has installed an additional 48 miles of bicycle lanes on City streets. The City currently has a total of 79 miles of bike lanes.

There have been many bicycle related improvements within the last 10 years. These changes have been incorporated into the proposed 2006 Bicycle Plan (Attachment B). In addition, many of the goals, policies and action statements have been updated or revised in order to more effectively meet the needs of the bicycling community. Lastly, the 2000 Bicycle CIP has been updated and incorporated into the Plan.

BACKGROUND

The Sunnyvale Bicycle Plan serves as the primary planning and policy document relative to bicycling in Sunnyvale. In December 2005 the City Council prioritized the update of the Sunnyvale Bicycle Plan as part of the Study Issue process based on the existing City Policy to periodically "Reassess all goals, policies and action statements and make appropriate additions, deletions and modifications to the Bicycle Plan". The current Bicycle Plan was completed in 1993. However the 1998 *Sunnyvale Bicycle Opportunities Study*, the 2000 *Bicycle Capital Improvement Program (CIP) Study* and the 2004 *Bicycle Transportation Plan* have been completed to augment the 1993 Bicycle Plan. All three documents have been heavily used to guide Sunnyvale bicycle planning and project programming, and to promote increased bicycling on both

a local and regional basis. The 2006 Bicycle Plan update will update and formally incorporate elements of these documents.

1998 Bicycle Opportunities Study

The Bicycle Opportunity Study, adopted by City Council on October 26, 1999 (RTC #99-446), represented the broad planning phase of the effort to provide a comprehensive on-road bicycle network in Sunnyvale. The Study inventoried the physical condition and usage of all arterial and collector streets in the City. This information was then analyzed to determine what types of actions would be most rational to provide bike lanes or improved shoulders. From the evaluation, a set of recommendations for action was prepared on a roadway segment by roadway segment basis.

2000 Bicycle Capital Improvement Program (CIP) Study

The Bicycle CIP, adopted by City Council on December 19, 2000 (RTC #00-422), refined the results of the Bicycle Opportunities Study. The CIP Study provided a project prioritization tool, quantified the resources necessary to achieve the program, and established a funding and programming strategy to address the goal of providing a comprehensive bikeway network on Sunnyvale's Collector and Arterial streets.

2000/2004 Bicycle Transportation Plan

The Bicycle Transportation Plan (BTP) was produced in 2000 and updated in 2004 in order to be eligible to compete for regional bicycle funding. The Sunnyvale Bicycle Transportation Plan (BTP), approved by City Council on December 18, 2003 (RTC #03-433), compiled by staff, was prepared solely for the purpose of compiling relevant information for Bicycle Transportation Account (BTA) program eligibility. It is a compilation of existing information and is not intended to be a new stand alone City policy or planning reference and does not implement any new or changed policies or programs. It includes and is consistent with the 1993 Sunnyvale Bicycle Plan as well as the relevant sections of the Land Use and Transportation Element. It has also incorporated the 2000 Bicycle Capital Improvement Program. The BTP is consistent with current City Policy as well as county and regional bike plans, air quality and energy conservation plans.

The Sunnyvale Bicycle and Pedestrian Advisory Committee was integrally involved in the development of all of these studies.

EXISTING POLICY

Land Use and Transportation Element

C3.5, Support a variety of transportation modes.

C3.5.4, Maximize the provision of bicycle and pedestrian facilities.

C3.5.1, Promote alternate modes of travel to the automobile.

C3.5.5, Implement the Sunnyvale Bicycle Plan.

1993 Bicycle Plan

BP.A1, The City of Sunnyvale shall facilitate bicycling through its transportation planning process.

BP.A1.b, Prepare a bicycle capital improvements list for Sunnyvale and/or TDA Article 3 funding.

BP.B, Provide for and maintain a safe and effective system of bikeways and shared roadway facilities suitable for bicycles.

Update Procedure, Update every five years to reassess all goals, policies and action statements and make appropriate additions, deletions, and modifications to the Bicycle Plan.

DISCUSSION

The proposed *2006 Sunnyvale Bicycle Plan* is a planning document that is built on the framework of the existing *1993 Bicycle Plan*, as well as the subsequent bicycle planning tools, the *1998 Bicycle Opportunities Study*, the *2000 Bicycle Capital Improvement Program Study*, and the *2000/2004 Bicycle Transportation Plan*.

The proposed plan includes the following information

1. Update of Community Conditions – This section describes existing conditions relating to bicyclists and bicycling in Sunnyvale. This includes:
 - A description of who is biking in Sunnyvale and for what reason. Demographic information is included, as well as transit ridership information and school commute data.
 - A description of Sunnyvale's existing Bike Network. This includes the locations of the existing bicycle trails, lanes and routes, as well as bicycle parking facilities.
 - A description of the relationship of this plan to existing City and regional policy and plans.
 - An analysis of bicycle related collisions.
 - A discussion of existing educational and encouragement campaigns and programs.
2. Identification of Issues and Findings – This section discusses some of the issues that were identified as part of the analysis of existing conditions.

3. Update of Goals, Policies and Action Statements – The Goals, Policies and Action Statements listed in the 1993 Bicycle Plan have been revised and updated to reflect the changes that have occurred, and the actions that have been accomplished since the last plan.
4. Update of the Bicycle Capital Improvement Program – This section updates the results of the 2000 Bicycle CIP Study. A large number of projects have been constructed and the shape of the existing bicycle network has changed significantly since (and largely because of) the start of the 2000 Bicycle CIP. In the plan, the bike network segments have been re-evaluated and updated.

Description of Proposed Goals

There are four main goals that are proposed to be included in the plan. Many of these goals are similar to the existing goals, but the policies and action statements have been tailored to reflect changes that have been made to the bicycling environment since the development of the 1993 plan.

A. Provide a bikeway network that supports bicycle trips to work, school, shopping and for recreation.

The purpose of this goal is to guide the implementation of the Sunnyvale Bicycle Network to facilitate and encourage bicycling to work, school or shopping, in addition to recreation. This will be done through the implementation of the Bicycle CIP. A change since the last plan is the emphasis of policy to facilitate the link between bicycles and transit and different transportation modes. All buses and trains in Sunnyvale can now accommodate bicycles on board. This development makes transit much more attractive and competitive with the automobile. It is often the last mile, the part of the trip from the destination to the transit stop, that is prohibitively long to walk, but too short for an additional transit leg. Biking is an ideal mode of transportation to bridge this gap. The new policy proposes to encourage the link between transit and bicycling.

The proposed policy also emphasizes the recreational opportunities that exist for bicyclists, primarily along the flood control channels. Since the development of the last plan, the Santa Clara Valley Water District has instituted a policy to allow for and in some cases fund the development of flood control channels for recreational use. The proposed policy specifically lists the East Channel and West Channel for consideration of trail development in the future. The goal also emphasizes the need to coordinate with Mountain View regarding connections to the Stevens Creek Trail from Sunnyvale streets south of El Camino Real.

B. Create and follow transportation planning, funding, design, construction and maintenance practices that support bicycling.

The purpose of this goal is to institutionalize bicycle transportation considerations through the development and update of bicycle planning tools and zoning codes, the pursuit of grant funding opportunities, and the integration of bicycle transportation considerations into the everyday duties of the City staff. A change since the last plan is the inclusion of policy regarding bicyclist's relation to the City's and Congestion Management Agency's Level of Service (LOS) standards to explore modifying the LOS standards to address bicycle travel route continuity, and vehicle bicycle conflicts.

C. Educate bicyclists and motorists as to their rights and responsibilities, and encourage bicycling for transportation and recreation.

This goal emphasizes the importance of education as part of a larger program to encourage increased bicycling in the City. The goal distinguishes that there should be education programs tailored to elementary school age children, middle school age children and adults/high school teens. Each of these age groups have different educational and transportation needs and the proposed policy recommends that the city encourage education curriculum be developed accordingly.

D. Provide for enforcement regarding the rights and responsibilities of bicyclists and motorists.

Enforcement is also an important part of a larger program to encourage increased bicycling. Enforcement of the California Vehicle Code and the Sunnyvale Municipal Code as it relates to bicycles is important for the safety and education of bicyclists and motorists alike.

1993 Bicycle Plan - Goal Elements Achieved

The following is a list of the elements of the 1993 Bicycle Plan that have been achieved and therefore will not be included in the proposed Bike Plan Update.

- *Prepare a Bicycle CIP list for Sunnyvale.* This was completed in 2000 and has been updated as part of the proposed plan. The proposed plan includes language to continue to update the bicycle CIP.
- *Support Countywide adoption of Transportation Demand Management Site Design Guidelines where developers provide appropriate design and support facilities to encourage bicycling.* The Santa Clara Valley Transportation Authority (VTA) has completed the Bicycle Technical Guidelines and the Land Use and Transportation Best Practices

Manual. The City provided support and guidance during the development of both documents.

- *Establish a program to encourage bike support facilities in existing land uses, with the City taking the first steps by providing bike support facilities as City facilities where needed.* The City has installed bicycle parking facilities at the majority of City facilities. In addition, the City has an ongoing program to provide free bicycle racks to existing businesses. The City also requires bike parking as a condition of approval for all land use permits where appropriate. The provision of bicycle facilities in multi-family residential developments has also been made a code requirement.
- *Explore expansion of "bikes on buses program and re-open feasibility study on bicycles on CalTrain.* Bikes are now permitted on all VTA buses, VTA Light Rail cars and Caltrain cars.
- *Explore further opportunities to develop or enhance the area along the Hetch Hetchy Aqueduct as a bicycle trail.* The John W. Christian Greenbelt has been completed.
- *Explore the joint use of Santa Clara Valley Water District (SCVWD)-owned land for trail purposes.* A study was completed in 1993 that identified certain trail opportunities. Calabazas Creek Trail was subsequently built. The Moffett Park Specific Plan and the Tasman/Fair Oaks Pedestrian Circulation Plan call for the development of additional trails. The SCVWD now has a policy to encourage the use of SCVWD creeks for public use when reasonable and appropriate.
- *Participate in the planning of the Regional Bay Trail to assure access from Baylands Park.* The Bay Trail has been completed through the entire length of Sunnyvale. The section of the Bay Trail through Moffett Field has not yet been completed.
- *Study alternatives to provide more space for bicycles along major north-south streets such as Mathilda Avenue, Wolfe Road, Fair Oaks Avenue, and Lawrence Expressway.* This has been completed as part of the Bicycle Opportunities Study and the Bicycle CIP.
- *Investigate modifying existing City ordinance to allow adult cyclists to ride on sidewalks when auto lane widths or other road conditions are prohibitive.* This was completed as part of a Municipal Code Review Study Issue in 2003.
- *Install traffic detection which is sensitive to bicycles in future and retrofitted roadway and bike lane projects where appropriate.* The City has bicycle sensitive detection at all City operated traffic signals where appropriate.

Bicycle Capital Improvement Program

The proposed 2006 Bicycle Plan includes an update of the 2000 Bicycle CIP Study. This update includes removal of segments that have already been completed, an update of the ranking criteria, an update of cost estimates, and a reevaluation of the most likely bicycle facility improvement for each segment.

The Bicycle CIP update (as well as the 2000 CIP) proposes a bicycle network on all arterial and collector streets in Sunnyvale. Arterial and collector streets form the focus of the study as a means to concentrate the study on primary travel corridors. These corridors, by virtue of their definition and function, are likely to have more traffic (including bicycle traffic), and hence greater need for recognizing bicycle space on the roadway. By law and in practice cyclists can be found on any street, and should be anticipated on any street. Directness of route is as critical a factor in route selection of cyclists as it is for motor vehicle drivers, and arterials and collectors typically provide the most direct routes.

The 2000 Bike Capital Improvement Program Study process involved review of the Bicycle Opportunities Study findings, development and application of project ranking criteria, assessment of available/likely financial resources, and preparation of a funding plan/implementation schedule. The resulting work product was a long term "menu" of on-road bicycling improvements, a programming strategy, an initial programming schedule, and a financing plan recommendation. This study is intended to facilitate the long-term allocation of financial and other resources for bikeway development. The Program has eliminated piecemeal, reactive planning for bicycle facilities and replaced it with a long-term, reasoned, programmatic, sustainable approach.

Project Ranking Criteria

The Project ranking criteria that was used for the 2000 Bicycle CIP was maintained for the 2006 CIP update. Seven basic criteria were used and updated as part of the proposed plan, as follows:

Rider Stress – roadway configurations unfriendly to cycling, e.g. substandard lane widths, on-street parking

Collision History – bike collisions

Average Daily Traffic Volumes

Gap Closure – projects that create links between existing bikeways

Cost/Funding – total project cost, likelihood of outside funding

Connectivity – projects connecting to existing bikeways, activity centers, other cities

Complexity – degree of political, environmental, physical issues, intergovernmental coordination

The evaluation criteria were weighted based on input from staff and the Bicycle Advisory Committee. These criteria were applied to a list of project recommendations determined by staff and based on the Bicycle Opportunities Study findings in order to prioritize projects for implementation. Data contained in the Bicycle Opportunities Study and other data sources such as the City's collision database were supplemented with field observations and map study to complete project ranking sheets for each project.

Bikeway Improvements

There are nine categories of bicycle facility improvements that have been identified in the CIP. One additional possible improvement was added to the bike facility toolkit, the speed management option. This has been added for low volume residential collector streets where parking removal was previously recommended.

1. Simple re-striping (most of these have been completed, with the notable exception of El Camino Real)
2. Travel lane removal
3. Complete on-street parking removal
4. Parking removal, one side of the street
5. Daytime parking restrictions
6. Minor widening
7. Major widening
8. Shared use symbol
9. Speed management

A most likely improvement type was identified for each major roadway segment in the City.

CIP Assumptions

The Bicycle CIP Update assumes that more detailed planning would be necessary for all projects. All project types require a conceptual design effort, to determine physical feasibility. Several project types such as those involving parking removal or road widening will require more detailed design, parking occupancy studies, and public outreach.

Therefore, staff is assuming that these projects, particularly projects involving parking removal, would be subject to study before any decision on construction was made. The Bike CIP Study recommendations therefore contain budget for studies for projects involving parking removal and road widening. Below is a map of the updated Bicycle CIP study recommendations.



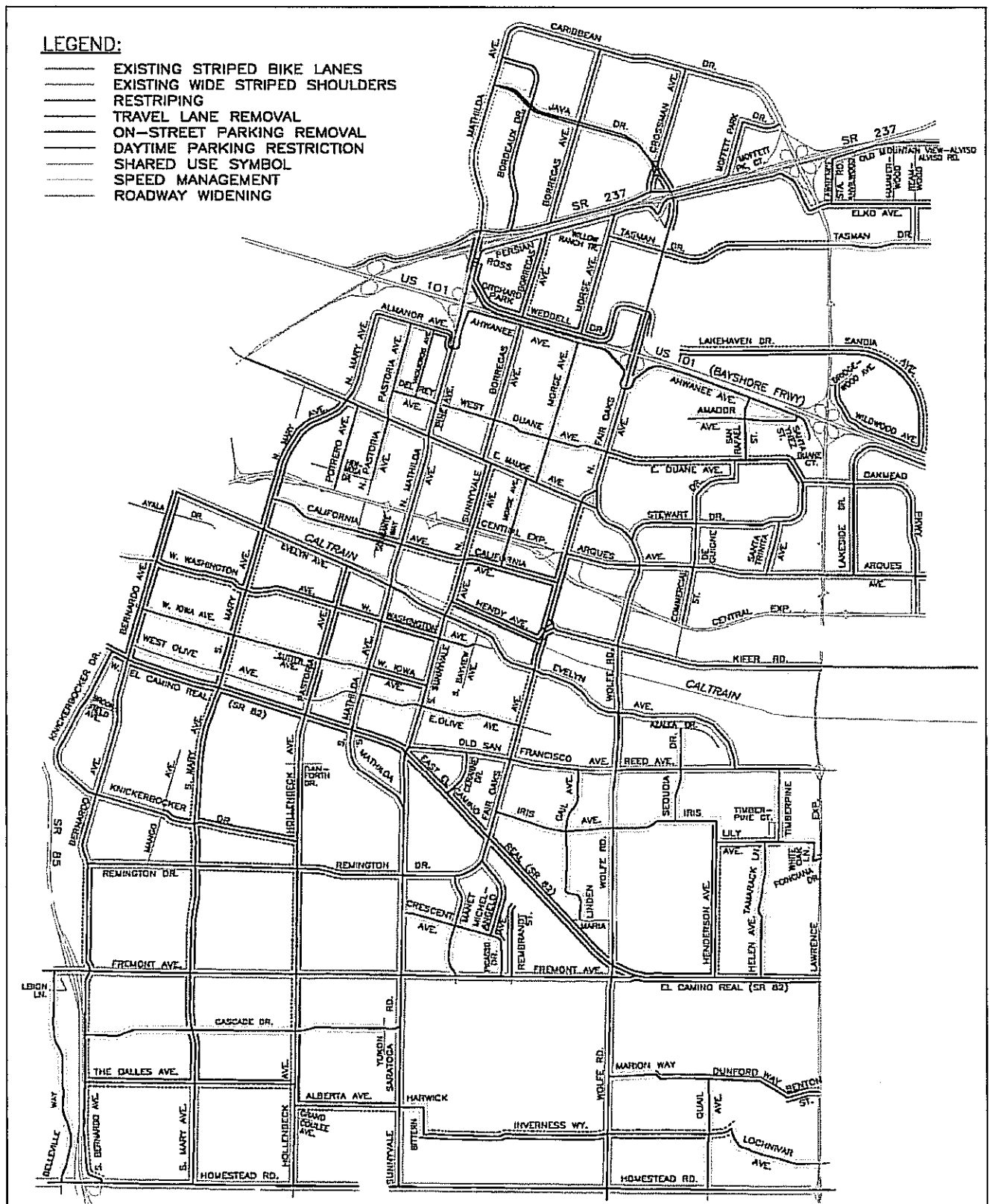


Figure 4.8: Summary of Recommendations

FISCAL IMPACT

There is no fiscal impact associated with the approval of this plan.

CONCLUSION

The last Sunnyvale Bicycle Plan was adopted in 1993. There have been many significant bicycle related changes and improvements since then. For example, the City has installed an additional 48 miles of bicycle lanes on City streets. The City currently has a total of 79 miles of bike lanes. In December 2005 the City Council prioritized the update of the Sunnyvale Bicycle Plan as part of the Study Issue process based on the existing City Policy to periodically “Reassess all goals, policies and action statements and make appropriate additions, deletions and modifications to the Bicycle Plan”.

The plan contains the following information:

1. Update of Community Conditions – This section describes existing conditions relating to bicyclists and bicycling in Sunnyvale. This includes,
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PUBLIC CONTACT

The Bicycle and Pedestrian Advisory Committee has been integrally involved in the development of the plan. The BPAC approved the project work plan on August 18, 2005. The BPAC reviewed and provided guidance at the following meetings: January 26, 2006, March 16, 2006, May 4, 2006, and May 18, 2006.

A public meeting was held during a regularly scheduled BPAC meeting on May 18, 2006. The meeting notice was published in the Sunnyvale Sun, posted on the weekly Neighborhood Association e-mail, sent to the Silicon Valley Bicycle Coalition and the Moffett Park Business and Transportation Association, a press release was distributed on May 15, 2006, and the meeting was announced during the Public Announcement section of the May 16, 2006 City Council Meeting.

The BPAC took action to recommend XXX on June 22, 2006.

ALTERNATIVES

1. Adopt the 2006 Sunnyvale Bicycle Plan, including the updated Bicycle Capital Improvement Program, as submitted.
2. Adopt the 2006 Sunnyvale Bicycle Plan with modifications to the plan and/or Bicycle Capital Improvement Program.
3. Reject the 2006 Bicycle Plan and Bicycle Capital Improvement Program and discontinue planning for a comprehensive bicycle network on Sunnyvale City streets.

RECOMMENDATION

Staff recommends Alternative #1: Adopt the 2006 Sunnyvale Bicycle Plan, including the updated Bicycle Capital Improvement Program, as submitted.

Staff recommends that City Council adopt the 2006 Bicycle Plan. There have been many bicycle related improvements within the last 10 years. These changes have been incorporated into the proposed 2006 Bicycle Plan. In addition, many of the goals, policies and action statements have been updated or revised in order to more effectively meet the needs of the bicycling community. Lastly, the 2000 Bicycle CIP has been updated and incorporated into the Plan.

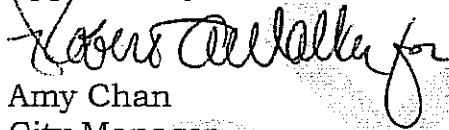
Reviewed by:



Marvin A. Rose, Director of Public Works

Prepared by: Dieckmann Cogill, Senior Transportation Planner

Approved by:



Amy Chan
City Manager

Attachments

- A. Sunnyvale Bicycle Plan Update – Study Issue Paper
- B. Proposed 2006 Sunnyvale Bicycle Plan

ATTACHMENT A

Proposed Continuing Council Study Issue

Number DPW-04C
Status Pending
Calendar Year 2006
Title Sunnyvale Bicycle Plan Update
Department Public Works
Element or SubElement Land Use and Transportation, Bicycle Plan

1. What are the key elements of the issue?

The Sunnyvale Bicycle Plan states that the goals, policies and action statements contained in the Bicycle Plan should be reassessed and updated every 5 years. The current Bicycle Plan was completed in 1993. There have been many bike improvements and changes within the last 10 years that should be reflected in the current bike plan. In addition, many of the goals, policies and action statements have been implemented, or should be revised in order to more effectively meet the needs of the bicycling community in Sunnyvale. As part of this study, the functions and responsibility of the BPAC will also be reviewed.

2. Current Status:

Scope of work has been developed. Community Conditions task underway.

3. Estimated work hours for completion of the study issue (use 5 or 8-hour increments)

Consultants 400

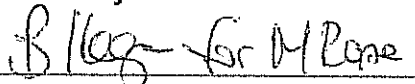
Identify source of funding and estimated cost of consultant hours

Professional planning and engineering services will be needed, in addition to document layout and reproduction. Project funding is available in project number 825060.

Public Works 160

Total Hours 560

Reviewed by

 B. Hagg

Department Director

10/28/05

Date

Approved by



City Manager

11/14/05

Date

Attachment 3

DRAFT
Bike Plan
Enclosed



MINUTES

SPECIAL MEETING SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

The Bicycle and Pedestrian Advisory Committee met in a special session at 6:30 p.m. on May 4, 2006 with Committee Chair Mayer presiding. The meeting was held in the West Conference Room, City Hall, 456 West Olive Avenue, Sunnyvale.

ROLL CALL

Members Present: Kevin Jackson
Ralph Durham
Andrea Stawitcke
Thomas Mayer
Cindy Cotton
Thomas Reuner
Gerald Gras

Members Absent: None

Staff Present: Dieckmann Cogill, Senior Transportation Planner
Cpt. Doug Moretto, Public Safety

Visitors: David Simons
John Ciccarelli

SCHEDULED PRESENTATION

Captain Moretto introduced himself to the committee.

PUBLIC ANNOUNCEMENTS

Simons presented a VTA BPAC update and reported that Kevin Jackson has been appointed to the VTA Bike Plan Update Working group.

CONSENT CALENDAR

- 1.A) Approval of Draft Minutes from March 16, 2006 and March 30, 2006
- 1.B) Approval of Agenda
- 1.C) Approval of 2006 Calendar

**Motion – Durham/Stawitcke, approval of the Consent Calendar items
Gras made a number of minor recommended changes.**

The motion carried unanimously

CITIZENS TO BE HEARD

None

PUBLIC HEARINGS/GENERAL BUSINESS

2. Bike Plan Update

Cogill presented the staff report.

Durham recommended that the plan consider a trail alignment along a PG&E parcel that is located in the vicinity of Stevens Creek in Sunnyvale. This would extend the trail south of the current planned terminus at Mountain View High School.

Mayer recommended that the school section of the plan review the location of bike parking in relation to the locations where the bikes will be entering the school. In addition he recommended that bike space be advocated for in the development process of the "Blue Cube". He also suggested that the city consider bike route guide signs.

Jackson recommended that the bike/transit connection be emphasized for students as well as for commuting. He also recommended that a policy be to encourage bicycle education be included in Traffic School. He also recommended that the bike parking usage information be used to secure additional bike parking where needed. He suggested that the option of bike boulevards be included in the bike facility "tool kit".

Public Input

Simons expressed concerns about the future Mary Avenue Overcrossing changing the character of the street as a bicycle corridor. He wanted the CIP to reflect the desired future bicycle condition. He also expressed concern about the knowledge that there are no VTA operated bicycle lockers at the Moffett Park LRT Station.

No formal action necessary.

3. FY 2006/07 Transportation Development Act Article 3 Funding Prioritization

Cogill presented that staff report.

The committee agreed that the staff recommended priorities were appropriate.

Motion – Jackson/Cotton Recommend that the City Council adopt a resolution authorizing the filing of project applications with the VTA and MTC for allocation

of the Transportation Development Act funds for FY 2006/07 for pedestrian/bicycle projects.

The Motion Carried Unanimously.

4. Recommend VTA BPAC Representative

Cogill presented staff report.

Motion – Cotton/Durham , Recommend that the City Council appoint David Simons to the VTA BPAC.

The Motion Carried Unanimously

5. Sunnyvale Caltrain North Side Access – Position on Near Term Improvements.

Cogill presented staff report.

Mayer stated that there should be access at the west end of the platform as well.

Public Input

Simons suggested that this would be a good opportunity to emphasize that in the long term, when the tracks are expanded, that there should be an under-crossing and that VTA should prioritize funding for that in its long term plans.

Motion – Jackson/Durham – Recommend that City Council support construction of a walkway from Hendy Avenue to the Sunnyvale Caltrain station north platform. Recommend that City Council direct staff to install an all way stop sign at Hendy Avenue and Frances Street coincident with construction of a walkway. In addition, recommend that access at the west end of the platform, connecting to the existing parking lot on the west side of the Mathilda Ave bridge should be endorsed at this time as well. Lastly, recommend that Council consider endorsing an under-crossing of the tracks as a long term access solution, and recommend that VTA program the project in its long term funding priorities.

Motion Carried Unanimously

The committee also voted to have Durham and Mayer present this position at the May 9, 2006 Council Meeting.

NON-AGENDA ITEMS AND COMMENTS

- BPAC ORAL COMMENTS

Jackson informed the committee that there is now a mid peninsula bike map available.

Andrea noted that she has seen a large increase in bicycle ridership in the past few weeks.

Mayer stated that he would like to see a curb-cut list.

Jackson stated that Thomas Granvold's email should be on the active items list.

- STAFF ORAL COMMENTS

Cogill presented the May/June Utility Bill Stuffer and discussed some details of Bike to Work Day.

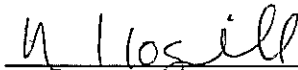
INFORMATION ONLY ITEMS

No comments

ADJOURNMENT

The meeting adjourned at 8:30 p.m.

Respectfully submitted,



Dieckmann Cogill, Senior Transportation Planner

Bicycle and Pedestrian Advisory Committee

Active Items

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
1	Borregas Avenue Bike Corridor Study	Cogill	2008	CEQA/NEPA environmental clearance complete. Project Update submitted to City Council on April 11, 2006. Construction scheduled to start 2007.	4/20/2006
2	Bernardo Caltrain Under-crossing	Cogill	Preliminary engineering by 2005	Feasibility Study accepted by the City Council. Funds for 20% local matching funds must be identified before further project initiation. BEP Tier 1 update submitted. VTA will program 80% funds out to 2016 to allow for time to secure matching funds.	10/14/2004
3	Calabazas Creek Trail	Neumayer	Spring 2006	Project largely complete. A few small items left to be completed. The bridge is open for public use	5/12/2006
4	Evelyn Avenue Bike Lane Phase 1 and 2	Cogill	Summer/Fall 2006	Engineering underway. Public input meetings completed	5/12/2006
5	Code of Ethics	Cogill	7/1/2006	Annual review to occur at July 2006 meeting	11/8/2005
6	Utility Bill Stuffer	Cogill	Mar-06	May/June Stuffer completed	4/20/2006
7	Bike to Work Day	Cogill	5/18/2006	Completed.	6/15/2006
8	Overlay, Reconstruction, Slurry & Chip Schedule	D. Trott	Feb. 2006	Info Only Item, April 2006	4/20/2006

O-1	Bike Transportation Account Grant Program	Cogill	Annual	Staff submitted grant application for Borregas Avenue Bike/Ped Bridges. If grant is awarded, the funding would count towards the City's matching funds for the BEP funding	12/6/2005
O-2	General Supply Expenditures	Cogill	Ongoing	Funds to be used for safety/helmet education training at 2 middle schools in Sunnyvale	12/6/2005
O-3	Bicycle Capital Improvement Program	Cogill	Ongoing	Grant applications submitted for Duane Avenue from Fair Oaks to Lawrence, Borregas Avenue from Weddell to Caribbean, and Evelyn Avenue from Sunnyvale to Reed.	3/23/2004
O-4	TFCA grants	Cogill	Annual	Call for project for Regional Fund received	6/15/2006
O-5	Bike Parking Incentive Program	Cogill	Ongoing	Rack provided to Camino Medical Group	8/15/2003
O-6	Construction Zone Safety Complaints received	Cogill	Ongoing	complaint received regarding evelyn wolfe lane closure.	5/12/2006
O-7	Issues raised at BPAC meeting requiring staff follow-up	Cogill	Ongoing	1.) none	6/15/2006

BPAC DPW - 2006 bike plan problems

From: Patrick Grant <sunnyvale_trails@yahoo.com>
To: <AChan@ci.sunnyvale.ca.us>, "dcogill@ci.sunnyvale.ca.us" <dcogill@ci.sunnyvale.ca.us>, Sunnyvale <bpac@ci.sunnyvale.ca.us>
Date: 6/14/2006 10:08:59 AM
Subject: 2006 bike plan problems

Open Letter to Sunnyvale BPAC committee and city staff

From Patrick Grant, Sunnyvale 6/15/2006

Subject: Response to the 2006 Bike plans. Plan projects selection and priorities is inconsistent with the Bay Area MTC safety index criteria and need considerable revision in projects and criteria. Bike direction is misguided.

The proposed 2006 Bike Plan, though a very professional detailed plan, fails to meet the Bay Area MTC safety index criteria outlined in MTC Regional Bicycle Plan Safety, http://www.mtc.ca.gov/library/2001_rtp/downloads/bike/final_plan/toolbox-safety_index.doc

If the plan would be modified to define and prioritize according to the MTC safety standards the city would have much safer bike routes, and I am convinced for less money and with better traffic flow (as bikes weaving in and out retard traffic flow considerably). As a council person recommended, it is critical that the committee members as a block take control and proactively and assertively insist the criteria of the MTC safety guidelines are met, and not to let the traffic department staff department or the long standing chair compromise the standards as they have repeatedly done so. I urge the BPAC membership review the entire 2006 bike plan and change it to meet the spirit and the letter of the Bay Area MTC safety index criteria.

To facilitate the revision of the 2006 bike plan, attached is a section of the MTC guidelines and sections from other correspondence that I wrote just after a colleague of mine was killed riding on class III route at NASA. Priority should be seeing that city to city routes of MTC 1 or 2 be completed without breaks (This has been poorly pursued so far as shown in attachments)

Do You Yahoo!?

Tired of spam? Yahoo! Mail has the best spam protection around
<http://mail.yahoo.com>

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Sincerely,

Patrick Grant

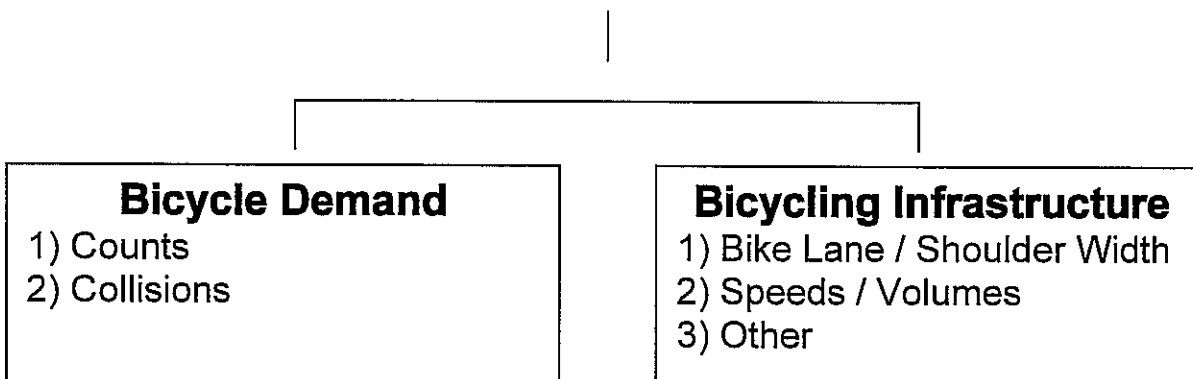
MTC SAFETY INDEX – in part

The following discussion introduces a methodology to report collision data involving bicycles. The purpose of the following section is to describe a variety of statistical approaches to analyzing bicycle-collision data so that a local agency can better understand collision patterns. This “safety index” system would allow a local agency to compare collision patterns at different locations and to determine if the pattern represents a fundamental flaw that can be addressed through physical or operational improvements. These data have the following limitations:

1. Bicycle-related collisions are often undercounted. Parties involved in minor collisions that do not result in property damage or injuries are unlikely to report incidents to the local law enforcement.
2. The collision reporting system and effort is not consistent across jurisdictions or over time.
3. The collision data show the absolute number of collisions not a collision rate. Inadequate bicycle usage data prohibit local jurisdictions from developing collision rates making the collision data misleading. A location with a high volume of bicyclists is more apt to have a high number of collisions regardless of the facility type.

A bicycle safety index would need to have corridor-level information on both bicycle demand (e.g. collisions and usage data) and roadway infrastructure (e.g., motor vehicle speeds and volumes). Thus, each roadway segment would list bicycle counts, bicycle-related collisions, bicycle collision rates, motor vehicle speeds and volumes and space for bicyclists available on roadway (Figure 1). This comprehensive approach would be best able to categorize a roadway segment based on a bicycling perspective. Roadway segments with high bicycle usage, bicycle-related collision rates and vehicle speeds and volumes that lack space for bicycles could be listed as top priority proposed bicycle projects.

Figure 1: Safety Index



BICYCLE DEMAND DATA FOR A SAFETY INDEX

The two most important data sources for bicycle demand are collisions and usage data.

Collision Analysis

The primary source of collision data is the Statewide Integrated Traffic Records System (SWITRS) data available from the California Highway Patrol (CHP). The collision data originate from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) database of collisions as reported to and collected by local police departments and other law enforcement agencies. The SWITRS data allows local jurisdictions to analyze the collision locations, the time of day when most collisions occur and gender and age differences in collision rates.

< section abbreviated >.....

BICYCLING INFRASTRUCTURE FOR A SAFETY INDEX

To help explain the bicycle demand analysis findings, the study team recommends collecting supply side or roadway infrastructure information on these same roadway segments such as motor vehicle speeds and volumes as well as the space available for bicyclists (e.g., wide right lane or a bike lane). For a more detailed supply-side analysis, the study team recommends following the Bicycle Compatibility Index (BCI) approach. The Federal Highway Administration (FHWA) developed a BCI to indicate the ability of a roadway segment to have shared-use operations by bicyclists and motorists. This BCI is described in the FHWA report titled *The Bicycle Compatibility Index: A Level of Service Concept, Implementation Manual* (FHWA-RD-98-095). Unfortunately, the data demands of the FHWA's BCI make it difficult to use so many jurisdictions opt for a more qualitative approach.

The Santa Clara Valley Transit Authority (VTA) developed a qualitative supply-side approach, which they refer to as a "suitability criteria" method. Suitability criteria are used to rate locally designated bicycle routes as well as arterials that have no bicycle lanes or routes but are useful for bicyclists. The suitability criteria is based on the following factors:

- **Speed**
- **Traffic Volume**
- **Curbside Activity: A qualitative factor encompassing any combination of:**
 - Land use;
 - Dedicated right-turn lanes;
 - High volume of right turns;
 - Conflict points/areas;
 - Frequency of access/driveways;
 - On-street parking;
 - Parking turnover rate;
 - Frequency of bus service during peak commute hours; and
 - Width.

The factors are divided into two gradients: medium and high. (Table 1) Width, speed and volume are quantitative factors that ensure consistency. The curbside activity factor is qualitative, and is applied based on staff experience/familiarity with the arterial being rated. The width of curb lane/shoulder is distinguished on the map with line widths.

Table 1
STRESS LEVELS FOR WIDTH, SPEED, VOLUME, AND CURBSIDE ACTIVITY

STRESS LEVEL	WIDTH (CURB LANE OR SHOULDER)	POSTED SPEED (MPH)	VOLUME (ADT*)	CURBSIDE ACTIVITY
Medium	Known wide curb lanes (14+ ft without parking or 22+ ft with parking) or known 4 to 6 feet shoulders.	=< 35	=< 4,000 per lane ADT (or =< 400 per lane, peak hour	Low-Medium
High	Unknown lane widths or known narrow lanes (less than 4 ft bikeway width).	> 35	> 4,000 per lane ADT or (or > 400 per lane, peak hour	High

*Average daily traffic. Based on 1,800 vehicles per day per lane threshold capacity.

The three factors are combined in a rating system with four grades (1 being "best," 4 being "worst") as shown in Table 2. On the map, each grade is shown as a different color.

Table 2
SPEED, VOLUME, AND CURB ACTIVITY INDICATORS

RATING	SPEED	VOLUME	CURB ACTIVITY
1	M	M	M
	M	H	M
2 - 3 (to be assigned)	M	M	H
	M	H	H
	H	M	M
	H	H	M
4	H	M	H
	H	H	H

This is most of the previous letter sent to some:

Perhaps the Closing is best read first, page 3, perhaps you will understand better....

The City of Sunnyvale 2006 Bicycle Plan Update, though a far improvement from past years, is just another example of stagnated (and biased) leadership neglecting southern Sunnyvale without hope for safe and effective bike access.. Though millions have been spent for northern Sunnyvale specific projects, while Southern Sunnyvale residents are increasingly isolated by the El Camino from the rest of the city and neighboring cities. Solutions exist for a pittance of the funds spent up North, yet the city has done very little. This is made even more terrible, in that with gas prices so high, and CO2 limits. We demand safe access all across Sunnyvale, to the west, south, north and east. Also the chair position needs to rotate just like for the Mayor and in the Planning Commission.

Now Just look at the facts of PAST decade of BPAC direction:

1997 thru present Spending of Bike routes, paths and trails.

From the 2006 Bike plan on the BPAC web site, page 67:

\$1.98 Million spent specifically north of El Camino, \$715k spent evenly across the city, South Sunnyvale \$ZERO
But that does NOT INCLUDE the special bike trails which have only been built in the North side of Sunnyvale,

From cities own archives, here is what can be found online:

Hetch Hetchy 2.7mile trail - \$858k Very nice

Bay trail ?- Conservatory Guess \$500k , But Yahoo connector was \$80k

Calvaras Creek Trail - \$960

What about the \$716k spent across the city, it appears the share was split fairly evenly, so say 50-50 for the numbers,

Total: North \$4.8 Million, South \$360k

(Wonder why bikers have to ride in the traffic of Wolfe, and not a lane? its \$)

(Do not get me wrong, the Staff does a wonderful job with what they are given, just the funding priorities and strategies are BAD and very UNFAIR)

What about the current plans on the books, guess, More of the same:

First for the Certain ones:

North - Borregas Bridges over 101 and 237 - \$6.8 Million in the next 3 years -

(Too bad the present East Canal Bridge over 101 just 3000 feet away was deemed "not unusable", that could have paid for the paving of the East Canal trail and then some, on that I gave up, perhaps politically rightly so (NIMBY of the BPAC chair) so, but I find it hard to believe (see Photo).

Strange as I can tell your it is much wider and easier slope than the popular bike bridge at Oregon Expressway crossing 101, (The MTC thinks this narrower bridge narrower than the East Canal is just fine, just check for yourself on map 3 of the MTC map

http://www.mtc.ca.gov/library/2001_rtp/downloads/bike/final_plan/subareamaps.pdf.

I argued for the present Bridge, but the chair strongly argued back.

The city staff there was open, but it was obvious the Chair was only there for a rubber stamp from the public.

I have a problem that by the time this BPAC committee gets to open meetings, the chair has closed the book.

I have to digress here a minute, as the Borregas route represents at least a misplaced opportunity, more like waste of precious funding and major safety loss to boot. The East Canal route represents a cheaper and smarter route. The present bridge over 101 has plenty of room to make ramps as gentle as the Stevens Creek Trail over Central Expressway. The long access area near 237 allows for the bridge just to fly over Persian, 237, and Moffett Park in one fell swoop, eliminating these dangerous, expensive and difficult to implement street crossings with special signals.

Being a canal it has only 2 significant crossings and both of them actually work as a plus rather than a negative. (remember the Borregas route has many of intersection for the biker to contend with) The Duane crossing is actually Ts at North Britton street, which really could stand a light anyway for the center

at Fair Oaks Park. The second is really a gem, as it is one end of the Tasman Light rail station. This is identical to the setup at the 1st street station by the San Jose Hyatt (and others downtown San Jose), works like a charm. On the end away from the complicated intersection with traffic from all directions, pedestrians (and bikers) exit with crosswalk protection and calmer traffic in only 2 direction. I think it is safe to assume that having a trail directly off of Light rail at a calmer crosswalk, would attract multitude more riders, than a street based bike route like the Borregas route. This seems more in keeping with encouraging sustainability lifestyles.

South – Mary Avenue Bridge, - Do not be fooled, Cupertino made this one happen, Sunnyvale is giving 100k total (50k already and 50k in budget) on this Multimillion dollar landmark Bridge over 280.

South - Remington Access to Mount View's Trail being built.– equivalent to Calvaras \$80k Bridge –

Ugh, CANCELED, this was the #1 priority of the BPAC in Fall 2005 (what a slap on the committee to allow itself TO BE WALKED OVER, ESPECIALLY BY THE CHAIR ASKING THE PROJECT TO BE TAKEN AWAY FROM THE BPAC IN FRONT OF COUNCIL!!!!) hundreds of signature, and it is the route with great wide bike lane access for South West Sunnyvale (see below). It and will pass under deadlly (see the 2006 Sunnyvale report) El Camino and is the only bike lane access around the west side of El Camino. The 3 term BPAC chair voted against it in 1994, and in 2006. I also cannot figure out how the chair does not rotate every 2 years, kind like our mayor. No wonder no one wants to join the boards Figure that.

South Mary at Blair – one block off of El Camino – Fatality waiting to happen, 2 years of complaints by many riders to BPAC, nothing. Staff and BPAC Chair, this is your mistake, Project 826050 Blair Avenue Calming Bulb suddenly forces Bikers directly into the Traffic. (Pictures attached). All it take to make it bike safe, a wrench and 10 minutes, Oh well, it s just us Southerners who have to endure this needless hazard.. Also, was not this intersection here at MARY, El Camino and to Blair listed by far as the most dangerous in Sunnyvale. BPAC, this inertia is just killing us!

Fremont Ave at 85 – ignored, nothing in the plans and dangerous in rush hour. Since the bikes do not turn here onto freeway, to enhance drivers awareness of bikers, this is prime for innovative safety improvement like a blue bike lane,.

Wolfe road – much still terrible (MTC level 4++) if it was not for citizen complaints (including national known bike Safety expert Glenn Grigg) testifying that chevrons were a bad solution for safety and separate bike lanes were needed, the bike lanes would would not have been added south of Fremont. Because of the city and BPAC poor performance on this prime route, it is easy to see why the Borregas Bridge complex is still unfunded (check the MTC website)

What about the Proposed Projects. Well that is hard to figure from the plans. This long wish list is about 3 times longer than previous years. There is no estimate given of what is likely to get funded, but from past years it looks grim.

I will have to say the list looks like quite an improvement over past years, except for one terrible and expensive mistake: The El Camino Project is near the top of the priority list. At an expensive \$375k it is supposed to eliminate all parking from city border to city border and provide a bike lane. This doomed to be effective project would eliminate 18 other needy projects ranked lower.

First: El Camino is not a regional Bike route, Period, Other agencies recognize there is limits to where bikes can And should go, See any bikes on 101?

Second, El Camino has numerous active entrances, the US DOT studies have consistently found these (interrupted paths) VERY DANGEROUS

Third, to hope be effective, all of the merchants, would have to willingly agree to give up long established street parking along the entire length of El Camino. Yeh, lets tell them first, and see the wails and law suits in city hall. **If there is just one break with cars parking on the street, bikes will have to dart into and out of traffic. This is true an all class II routes!!!!. Good way to get killed, see closing.**

Forth, the statistic given in the 2006 on fatality rate, says the extremely high death rate is for "within 1 block of El Camino" If the statistic was for riding along El Camino, (not crossing at an intersection, not jay walking) Then it would be valid, but it is clearly not. (By the way, I saw one the grizzly aftermath of one of those bike fatalities, a biker was trying to Jay ride [walk] across El Camino at Jack in the box at dusk. Needless to say the median slowed him down and he was struck.) Considering my experience and observations, I say more lives will be saved by improving all of the the immediate access and intersection for crossing streets (see Mary above)

Fifth, this project does NOTHING for the crossing streets and intersections! This project would likely precude Doing the more effective.

Six, I challenge this would be no more effective than bikers riding on the sidewalk on El Camino. With improved parallel and intersecting side streets it could be better.

Seven, There is some possible inter block and back accesses along El Camino, ie the East Canal, alleys.

Eight – El Camino clearly would be a level 4 in the best case using the MTC criteria. USE the MONEY to fix the CROSSINGS (largely the 18 next projects on the list) Again use the MTC criteria!!!!!!!!!!!!!!

Now what I have to say about the claim that Heatherstone access point will be suitable. ON that I say Rubbish, and the MTC criteria actually agrees. . The ¼ mile long street is narrow and heavily traveled with apartments, and on street parking necessary. There is no room for bike lanes and traffic will dramatically increase with the opening of the new Hospital replacing Sunnyvale Medical Center around the bend. Heatherstone will provide Sunnyvale residents and traffic with a quick back way access to the center, avoiding several El Camino lights. See picture.

Now there seems to be a misperception that bikers advance from Beginner (green), and that we all die to become “advanced” and rush headlong onto Central Freeway or Lawrence in Rush hour. Also there is a problem that beginner routes are perceive to be local, and no need to have them continue for a block. To bad the map just went to print, I would like the designation to be by what it is, traffic interference, ie. Light traffic, moderate traffic, and traffic hazardous (red). A Class II along a route with speeds greater than 40 would automatically receive a red level, any route with frequent active crossing driveways and vision blocking on street parking such as El Camino. Beginner level designation implies the route is for very short distances, and not needed. Major intersections such as the 237 Matilda interchanges should not be designated as bike routes, but signed put up to motorists to “Share the road”. Guess what, I just read that in the MTC guidelines too

This is from the 2006 Sunnyvale Bike Plan

“2005 Moffett Park emDlovee survey (adult workers)

The Moffett Park Business and Transportation Association (MPBT A) is a collaboration between the City and employers in the Moffett Park area north of Highway 237. In late 2005, MPBT A conducted a voluntary employee commute survey of seven Moffett Park companies plus City employees throughout Sunnyvale, for the two-week period October 24 - November 4. Lockheed, the largest Moffett Park employer, did not participate

The total estimated employment of the companies surveyed plus the City was 10,629. 4,611 responses were received ... 1.5% said they bicycled to work, and an additional 0.8% combined a bicycle with transit. It is worth noting that the survey was conducted in late October, after the end of Daylight Savings Time and the start of the usual rainy season.

74.3% of drive-alone respondents said they would consider using an alternative mode on an occasional basis. Of 24 possible ways that might encourage them, “safe, convenient bike paths and routes. ranked #7; improved workplace bike facilities such as showers and bike lockers ranked last. Telecommuting and “emergency ride home. ranked #1 and #2 respectively.”

**Those that wrote comments about biking #1 worry by far was SAFETY with cars.
Seems the survey is saying the same thing the MTC guidelines say.**

All of the comments concerning biking following my closing comment:

Closing Comment – written last month

In closing, I must certainly say I have been very critical of the present BPAC chair, and certainly with excessively labeling in the opening that will upset some. I gave consideration, to being politically tactful, but sometimes you need to play the advocate and critic to wake up those on the sidelines. I truly believe in bicycles as a part of alternate transportation infrastructure is becoming an absolute necessity in our “to be” sustainable society, yet the chair, and perhaps the Department head, have a perspective, (being current non participants) that trivializes (for the lack of a better word), the one sided terror factor and impact of bike/car interactions. As an additional result safety

perspective is compromised. I have had friends and my son struck by a car while on a bike.

While I have been composing this letter, a colleague of mine from NASA, (whom I work and traveled some with over the years), a major scientist in the national global warming debate, who I deeply admired, just died at 8 tonight after being tragically struck by a car near work on the 26th. (I just learned of this morning and followed his demise closely today) I really recommend reading his family status blog from bottom to top, before it goes away. I think I have never read anything so wrenching and personal on the struggle to survive after a biker is struck by a car. See; <http://yoramstatus.blogspot.com>. My heart really goes out for Yoram, he was a rare person.

I think the problem stems from the fact the present chair has become entrenched in that position, holding that position for way too long, for all of 2 years since 1998. This has resulted in the BPAC drifting away from the MTC criteria. Even if he was the only person capable, which I hardly doubt, no one should have serve as chair that long. This is not allowed for the mayor, nor the planning commission.

Thank you for your precious time. Patrick Grant sunnyvale_trails@yahoo.com

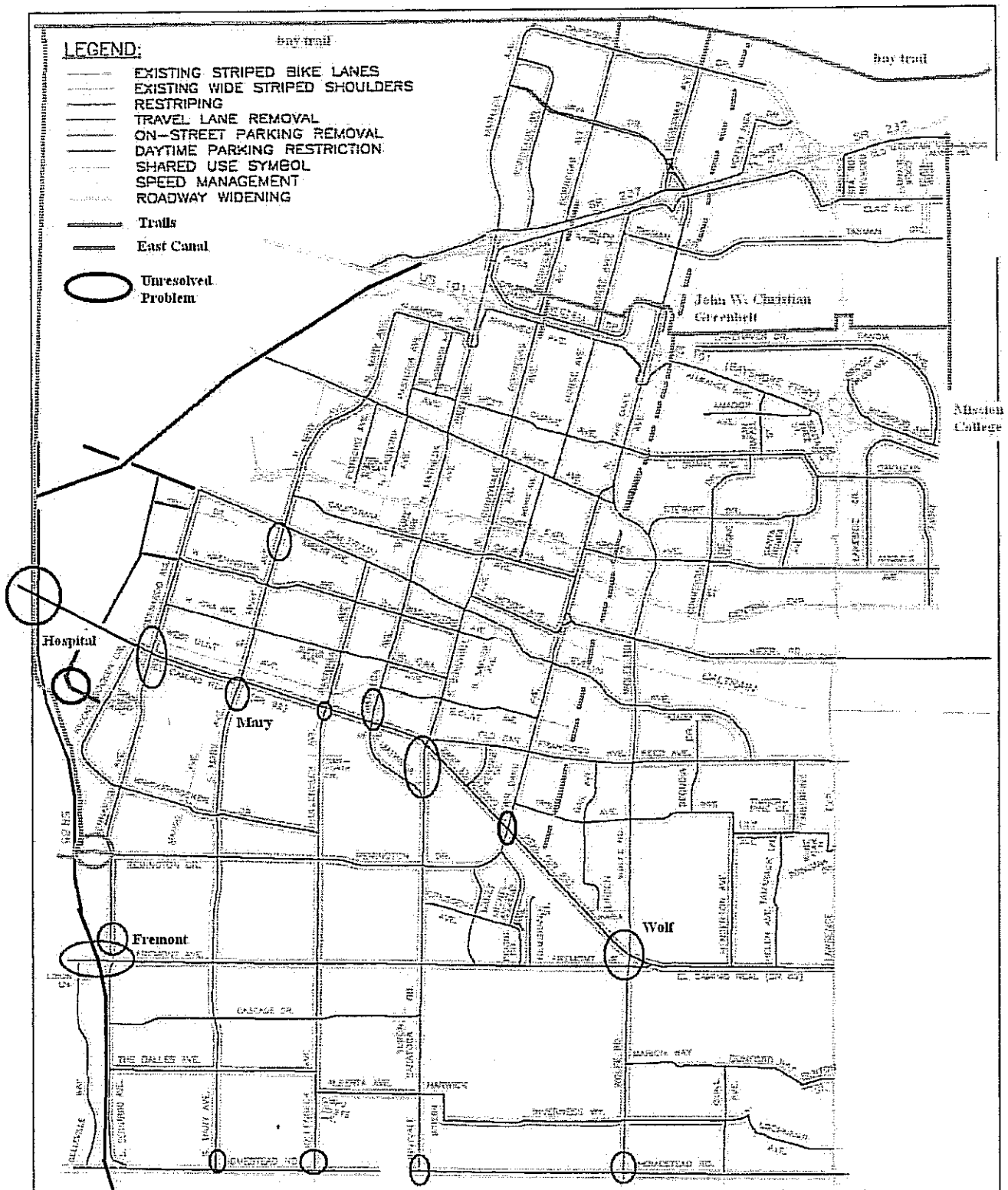
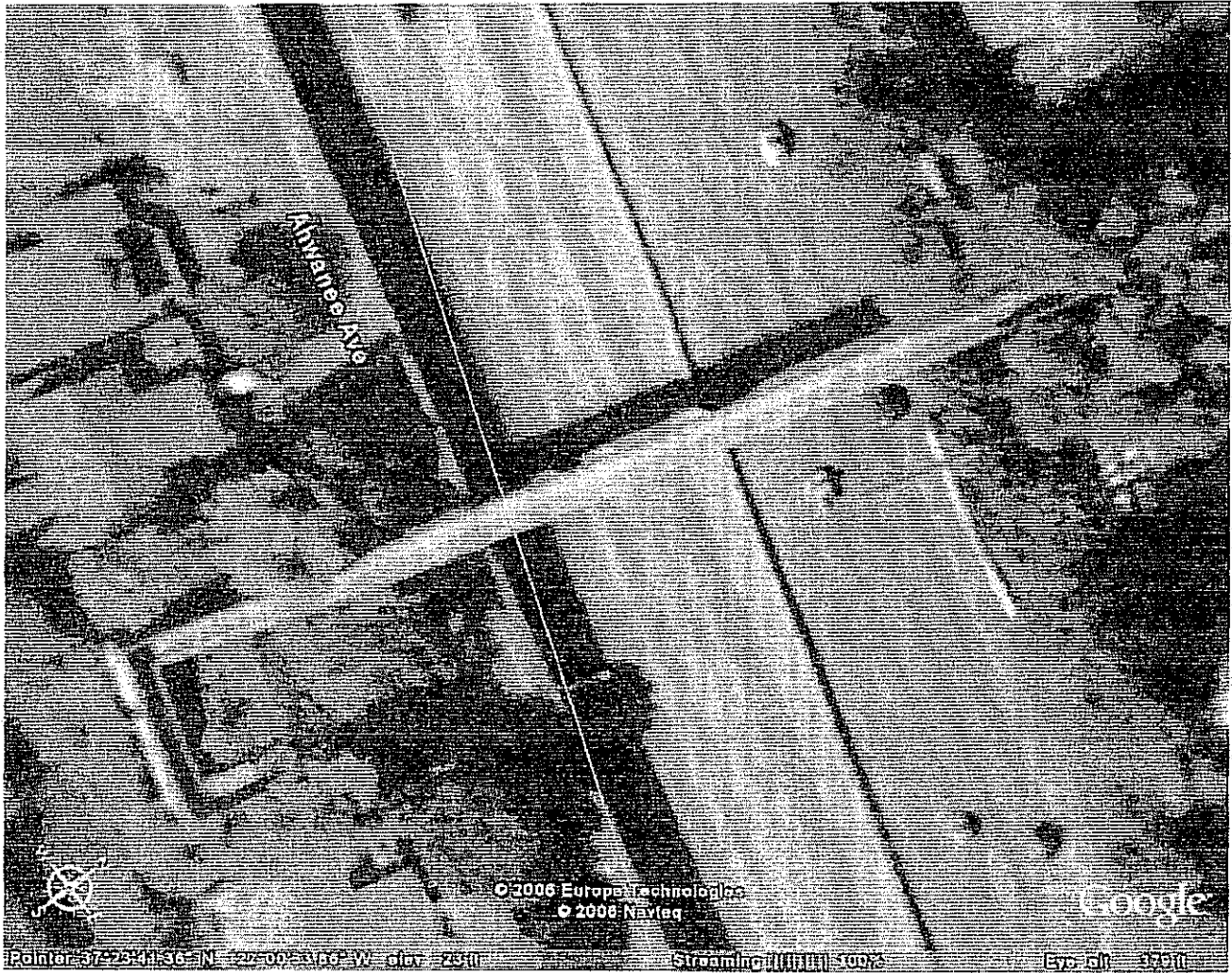


Figure 4.8: Summary of Recommendations





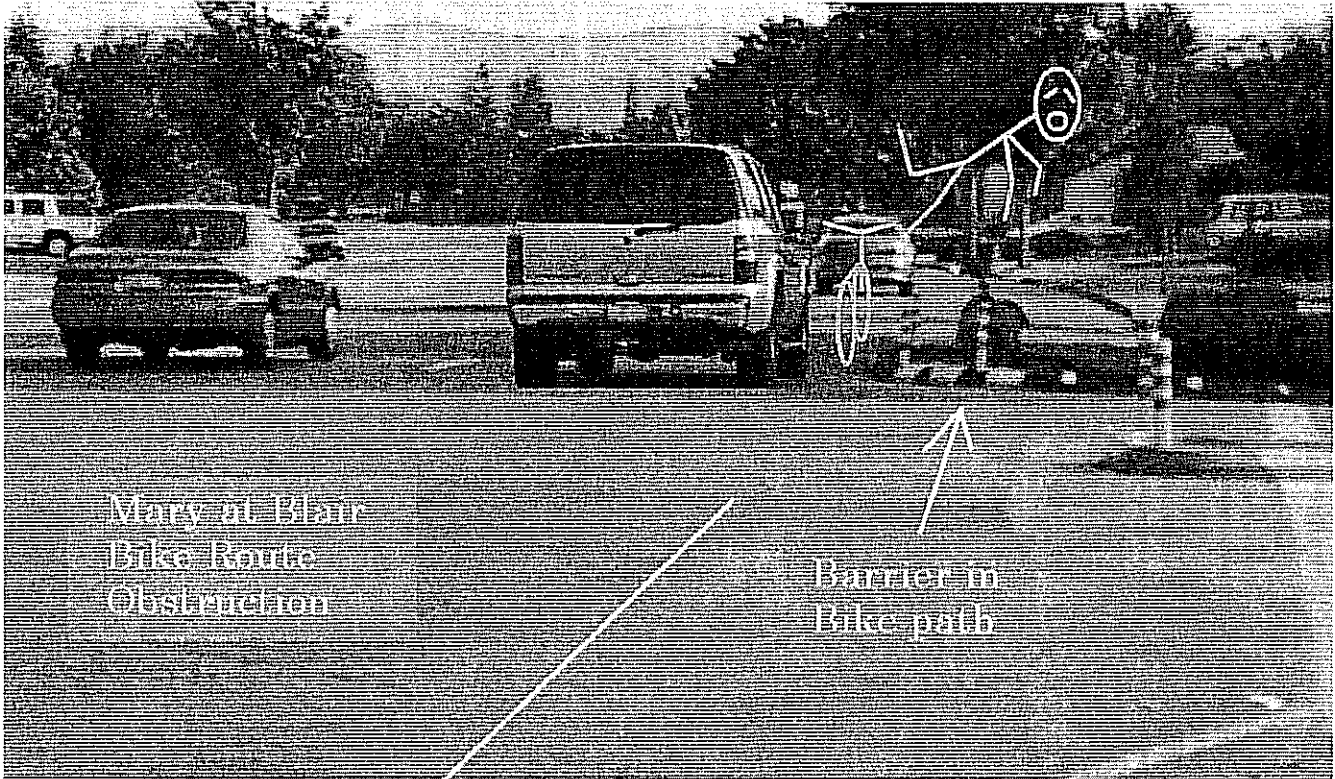
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Google

Pointer 37°23'41.36" N 122°00'50.66" W elev 25 ft

Streaming [|||||] 100%

Eye 51 370 ft





Narrow Heatherstone

MPBTA 2005 Commute Mode Survey – Bicycle-related comments **[note 49 people (half of surveyed) say bike riding with traffic is too dangerous]**

A

A better bike route across 101 and 237 on Mathilda would help bicyclers a lot.

Anything Yahoo can do in the way of getting legislation to continue to fund the building of bike routes would be great. All towns need more bike routes to provide safe routes for bikers.

"At prior companies, I bicycled to work on a regular basis (for over 20 years). With my new job at NetApp, it is so close to home and our kids' school, cycling to work is just not worth the trouble. Other options don't get our kids to school or take way too much time."

B

"Better, safer, and more bike paths and bike lanes would be great."

Bicycle access on Moffett Park Drive is dangerous due to traffic congestion and no bicycle paths.

"Bicycling along Matilda from the Sunnyvale Caltrain Station is pretty dangerous. Its not much better on Fair Oaks. The roads need more street sweeping, especially Matilda. Getting flats on a bicycle is a turn off to using a bike for transportation. The Bike bridge south of Fair Oaks over 101 is not nearly as valuable as if there was one between Fair Oaks and Mathilda. I wish there was similar bike paths as the one that runs down to Shoreline from El Camino in Mountain View. There is no acceptable route to travel solely by bicycle from South San Jose to Moffett Park, especially north of the Airport."

Bike/ped access from Mathilda Ave. to Ariba campus is unsafe/nonexistent--#54 bus would be a better option if the scheduled stops at Lockheed covered more hours in the morning and evening

"Biking from Caltrain to Yahoo-SNV and Yahoo-MC is a pretty good ride. However, getting through the 101/237/Mathilda intersection while coming to Yahoo-SNV is not for the weak of heart. I tend to be pretty fearless about the routes I will bike on and this one gets to me a bit. My understanding is that Sunnyvale is considering a bike/pedestrian bridge over 101 and 237. That would be really nice."

F

"For my commute, I have good bicycle lanes most of the way (between Mountain View and Juniper).-- But I know co-workers who are discouraged from cycling because of inadequate bike lanes--for their route between home and the office."

G

"Getting to and from Caltrain is the biggest problem. Biking in the rain is not safe, Muni is slow and VTA driver couldn't care less about making the Caltrain connection. Also - no VTA credit for Caltrain other than Monthly passes is bogus. Time stamped Caltrain fares should work for VTA."

H

How about bike rentals at work for public transit commuters?

I

"I am very excited to hear that a Borregas overpass is moving forward, although that won't personally help me very often. What I would love to hear more about is getting the Stevens Creek Trail connected to Moffett Park around Moffett Field - either a Bay Trail connection or a connection closer to 101, which might work well with Google locating out there. Also, if there are funds in this program to support the Stevens Creek Trail extension southward, that seems to be the main holdup on getting improved bicycle access into my neighborhood."

"I applied for a bike locker a long time ago. I could then take the train part way and ride my bike part way home. At 22.5 miles, the ride home takes too long in order to pick up my kids."

"I bought a commuter type bike but haven't used it yet. Three reasons: no real safe bike path, I don't know how to fix a flat (not an excuse but I don't know yet!) and need someone to ride with - at least part of the way and preferably someone experienced!"

"I commute from Fremont to Sunnyvale everyday, so I have to take 880 to 237 every morning. I'd love to find out about any alternatives there may be. I would really enjoy having more options and maybe taking another mode of transportation at least twice a week."

I don't think there is a convenient bike route from the Los Altos Hills area to N. Mathilda Ave.

"I enjoy riding my bicycle every once in a while. I want to do it more often but always seem to come up with excuses. By car my commute is 10 to 15 minutes. Bicycle is 30 minutes, but there is extra time preparing clothes, etc. And the kicker is that I generally leave work around 7:00 -- by car I'm ready for dinner at 7:15. By bike it's 7:45 (need to shower). Yes, weak excuses..."

"If the bicycle pedestrian advisory committee for Sunnyvale would work with Santa Clara and San Jose, regional bicycle paths could be improved. A higher commitment to service level (avoiding interruptions due to construction, **bicycle paths that end at city boundaries**) is essential. Better lighting on bike paths is essential. Better use of river berms for bike paths is an obvious win."

"I live close to NetApp (~2 miles). There is no safe bike path on Fair Oaks or Lawrence. If there were a safe bike path, I would bike to work sometimes."

"1) I live in Cupertino. I would ride my bike to work if there was safe quick route. There kind of is down Stelling to Remington, but once it becomes Fair Oaks all bets are off. Fair Oaks to Java is a suicide lane, there is barely parking spaces let alone a bike lane. The Stevens Creek trail will not be a good alternative since one has to contend with the Mathilda Monster as Lockheed does not allow non-employees to ride thru their "campus".----2) I have ridden (and plan to continue) VTA bus maybe once/week but at 3.50 per day it is still more expensive than driving , for my distance.--"

"I live in North San Jose and am moving to mission college. I'd love to be provided with bicycle route maps (different routes would be cool, like "faster but less enjoyable/more traffic" and "longer but pretty and enjoyable/less traffic/less stressful") and clear directions. I'd like to try taking the light rail from the downtown San Jose area up to Great America, and would like to see some maps or get info on ways to walk or bike to the MC campus (going down great America. pkwy may be the only/most direct way, but it doesn't look terribly fun, and may be more dangerous at night/in the dark even though i think there's a bike lane). since i live so close to work, the cost of public transit is similar or more than the calculated cost to drive, "

"I live in Sunnyvale near Fremont HS, and I want to bike, but there are no safe bike routes to Moffett Park. I've registered for 511 twice now and I've never received a callback."

"I live very close to Sunnyvale city center and commute to north end of Sunnyvale. To ride a bike is to take your life in your hands. Drivers are very uncaring about the health of bicyclists when they are

driving/turning through major intersections. To encourage bicycle commute, it is imperative that Sunnyvale construct some fly-bys which go over major streets. In addition to safety, it would encourage bicycling because it would significantly shorten the bicycle commute and would make the commute more esthetically pleasing. It is NOT fun to wait out in the open, with all the gas fumes at each and every major intersection. Recreational Parks in Mountain View has invested in some fly-bys and bicyclists use them quite a bit."

"I often carpool in the morning and take the bus back at night. I don't bike, though I'd like to, because it seems way too dangerous to bike around rush hour on Mathilda or Fair Oaks."

I plan to begin bicycle commuting when the Borregas bike/ped bridge is completed.

I prefer to swim or bike than work out in a gym. So I need to drive alone to get to the pool in Sunnyvale at say 6:40 to get in a swim. Biking could work instead of a swim sometimes. But San Mateo - 21 miles - is too far for me to bike in an hour or so. But I'd like any new info on bike routes as I might be willing to try again.

I think that some employees would use the bike locker if it worked. Someone lost the key and the City has failed to replace the lock so that it can be used. What a shame.

"I used to be able to bike commute from Shoreline park to the Sunnyvale dump all via the levees but it has since been fenced off right at Shoreline, and I'm not able to go around the end of Moffett Field. It would be absolutely great to open this back up, and heck maybe even improve the trails so that even more bike commuters could enjoy a more exhaust free commute. I used to absolutely love that ride."

"I used to bike at least 2-3 days a week to/from work (will be getting back to that soon). I managed to find a bike route from home to work - i do have one problem though - most of Wolfe has a bike lane - but from the point where it merges with Fair Oaks (coming north) till the 101 overpass, there is none - and then the bike lane resumes north of 101. It would be wonderful and safe if Moffett park business could lobby the city of Sunnyvale to create a bike lane for that half-mile segment on Fair Oaks (maybe even offer to fund some of the costs of that project)."

I would bike to work if I had a car-free route and an bike-accessible lap pool at work.

I would like to suggest an improvement for road bikes so that people can (safely) take the bike to work

I would probably ride my bike more often I felt safer. Bike paths would really increase my use of commuting on a bike!

I'd bike more if I had a way to get home³ on days when I have to unexpectedly work late (I don't bike in the dark for safety reasons) or when it rains.

"I'd consider riding my bike if I had a locker room and shower. **Also, the streets are not that safe for bike riding along my route. City Employee"**

I'd like to bike to work but as far as I can tell Lawrence expressway is the most direct route. I am not terribly excited to bike down that fast moving expressway putting my life at risk. I would love to know an alternative route that would be pretty direct to our campus.

"I'd like to bike to work but it is very unsafe to bike over 101 and 237, so my best alternative is to bike from home to bus station and take my bike directly to work. However, at my workplace, there isn't a safe and secure bike rack therefore I have to drag it a flight of stairs and park it in my office which is very inconvenience.----I wish there is a bike parking rack which would help out a lot."

"I'd like to use an alternative mode of transportation. My commute, however, is only 5 miles/14 minutes. I'd bicycle, but I have to carry my computer and I don't want to shower, etc. at work. I live a few miles from light rail, and it's not practical to get there, then wait, then get on the train. "I'll be

moving to Yahoo!'s Mission College campus, and the best option seems to be bicycling, since I'm quite close. I've made great use of the Eco Pass, and it really motivated me to try the train more than I would've. I use my bike with the train, that seems to work well; however, I know walking to Yahoo! from Lockheed definitely does **NOT** work well, because Mathilda is very unfriendly to pedestrians; it take 20 minutes to walk there, as long as the train ride itself. A shuttle from Lockheed would work well; building a train stop at Java and Mathilda would be better. I'm very happy VTA is building a pedestrian bridge near the River Oaks LR station; I will use it often, as I live in Mansion Grove Apartments. Sidewalks in some areas light rail travels (mostly on Tasman) would help (near Vienna, Lawrence Expressway). "

"I'm glad that the bus ride home on the 54 was shortened from 50 minutes to 40 minutes. I need to drive to the bus stop in downtown Saratoga. There are no good places to park (I drop my daughter at the high school and if I could park nearby, I might take the bus or ride my bike more.) Please improve the right lane pavement both directions going over 101-very difficult on my bike. Can you add bike lanes on Mathilda? The timing of the traffic lights at Mathilda/237 is still horrible."

If I was not provided a vehicle from my employer I would ride a bike to work because of the short distance.

I'm on the Ariba campus and it's very easy to get on 237 towards Mountain. View. Others have a terrible time waiting at the Moffett Park/237/Mathilda interchange. It is a dangerous intersection. Thanks."

"It's somewhat difficult to drive to the Moffett Park area, let alone ride a bicycle. As I drive on Mathilda towards 101 and 237 in the middle lane (the lane I keep all the way until Moffett Park West), a large number of cars tend to use the left lane as a speed lane, and cut over all lanes in order to get on 101, 237, and the buildings beyond 237 on Mathilda. It's extremely dangerous - I've almost been hit a number of times, and I've only been commuting here for less than a year.---As I live near El Camino Real and Lawrence, I can't imagine public transportation being any more convenient than my short 15 minute ride. Although I'd be open to alternatives."

It is indeed unfortunate to have a supposedly progressive and commuter/pedestrian-friendly city vision from Sunnyvale's governing body take such a myopic stance by eliminating the Eco Pass to every employee. Please consider the feasibility of the Moffett Park BTA aligning so that all employees can benefit from having an Eco Pass.

"It would be helpful to have a separate bike locker, shower, and incentive to ride a bike. The biggest obstacle seems to be the perception of a finance professional."

It would be nice if there was a bike path by Moffett Field. The frontage road between Moffett Field and 101 is narrow for bikes (going from Ellis to Mathilda) and there is nothing between Moffett Field and the bay.

L

"Last week was not a typical week for commuting, during the summer the commute is generally 2-3 days of bicycle with drive alone car as the other days. "

M

Main deterrent to riding a bicycle is access to shower/locker facilities. (City)

"Many bike lanes in the area are not well designed. The intersections with 101 freeway ramps are very hazardous, and need better accommodation of bicycle traffic, but this is where the bike lanes often

disappear."

"More bike facilities, subsidies on site supplies, overnight permanent clothing lockers for bikers. "

"More Bike lanes would be great! Anything to get us away from the cars (and drivers of those cars). Since gas prices are only get higher, more and more folks will start biking to work, so it would seem like a great investment."

"My main thing is safety- some of the roads I drive to work are too narrow, have bad on ramps and off ramps, and I've heard of too many bicyclist accidents to risk it myself. If I had a bicycle-only path, I'd bike *everywhere*."

N

Need a crosswalk / Walk Button on Mathilda @ Moffett Park Blvd.

NetApp needs better bike lockers/bike racks. They don't even have ONE bike rack! Can you believe that? I can't lock my bike up outdoors...I must carry it up three flights of stairs and lock it to my chair in my cubicle.

O

"On the on-site convenience store. Since I commute everyday, and there is no store close to Juniper, I am often looking for products I need at the store that you don't have. For example: cold medicine. Tums, etc. Since the first-aid boxes are completely ill-stocked for these sorts of everyday drugstore needs, they should be at least available at the store. My facilities people told me that the first aid boxes would get better stocked with cold medicine, but it never happened.----Second: Again and again I complain about the pedestrian crossing at 5th and Mathilda from the VTA light rail station to Juniper, across Mathilda. Pedestrians are given the very lowest priority crossing here. Often, pedestrians are sprinting across Mathilda, and who can blame them? After sacrificing time to be a good commuter, pedestrians are screwed at this intersection, waiting 2-3 minutes for a cross signal, while drivers are rewarded.----I have no idea why you further punish commuters by giving them lowest-priority crossing at this intersection. Oh well, I am sure this will get changed as soon as a pedestrian is killed here.-----troy sheets 408-745-3153"

".----One more thought about bike paths since I am leaving close enough to work to potentially commute by bike: Why all the trails are not connected? --Why do they end in the middle of the roads at the most dangerous cross points? is it not the place where the bikers should be the most protected?----Thanks,--Isabelle"

Overpasses (Fair Oaks over 237) are very dangerous for bicyclists. Sidewalk--is too narrow for both bicycles and pedestrians.

P

"Personally I would like to bike to work, since I'm within biking distance. My main problems with using transit are two fold: 1) The light rail station is a short walk from us, but the closest station is at Evelyn. I would have to go out of my way and then back track via light rail. 2) The bike lanes are pretty terrifying. I've come close to getting hit by drivers on several occasions and the ""Mathilda Mess"" at 237/101 is just too dangerous."

S

Strongly need street marks or 10 meter bike lane along Mathilda Avenue under HW237.--I believe city

can do some small work in very small area under HW237 to encourage more bike commuter. I will be very happy to provide more info about the detail suggestions.

"Sunnyvale city needs to be encouraged to jump on the Mountain View plan to expand the shoreline trail. If it connected to Sunnyvale near 85 and Fremont, I would try to bike every day possible, weather permitting.--"

"Sunnyvale's bike routes are excellent. The road conditions are superb as compared to the following cities that I have lived in and worked in for since 1977: San Francisco, Oakland, Berkeley, Palo Alto and Menlo Park. ---Conversely, Sunnyvale has funds and is doing an exemplary job in making bicycling safe and accessible. My employer NetApp is doing an outstanding job to encourage ecologically oriented commuting to work, which includes the installation of showers and a locker room in every building. NetApp is not endowed with as many bicycle lockers as I think there should be. ---However, the challenge is for Sunnyvale to make safe areas such as the Mathilda and Moffett Blvd. for bicyclists. I do ride on Mathilda at 6:15 Am to 6:40 AM in the dark, every day. It is a challenge. I could go into detail here but the end is that earlier is better on a bike around Java in Sunnyvale - before commute hours. ----I may attempt to join the Sunnyvale Bicycle ""Committee"" in the future. I will communicate to them and I know about the project to make an underpass for pedestrians and bicyclist around the 237 Borregas corridor. That is very exciting to me. ----"

T

The 237 intersection is extremely complicated and dangerous for bicycling.

"The bike racks in the light rail are not very convenient if your bike isn't light; often there are 4-6 bikes in a train, especially at peak times.----Every-half-hour light trains during off-peak -- too long an interval. (every 15 minutes is ok)----**It would be nice if Stevens Creek Trail continued south of El Camino Real.----It would be nice if there were a bike trail from Stevens Creek Trail, north of NASA/Ames, to Moffett Park (nicer than riding on the streets, even though it's a bit longer)"**

The bike route approaching Moffett Park is poor. We need to improve that to encourage more--people to bike to work.

The bike routes to get from Santa Clara to Moffett Park are deadly. I tried to find a safe route (using all available maps) and there is no good option.

"The intersection at Mathilda and 237 is so congested and confusing, that I would never consider riding a bike since I would have to navigate that intersection."

"The intersection at Mathilda and Moffett needs to be improved. I spend up to 20 minutes every day just trying to turn right onto Mathilda. Also, there are no bike lanes here, so why would anyone want to bike to Ariba?"

"The road on Mathilda between Hwy 101 and Moffett Park is very dangerous for bicycles during rush hours; there are too many on-ramps and off-ramps, and intersections. Moving the off-ramp for Hwy 237 at Mathilda to Fair Oaks probably will ease the traffic a lot; basically divert all traffic from Hwy237 to Moffett Park Ave."

"The thing that would get me to NOT drive to work would be, bicycle partners or carpool/vanpool etc. Public transport is too inconvenient. It would be great to have someone match me up with people who bike or carpool from my area."

"To sum up--1- no safe path for bike to work--2- no bike locker (should be first come first serve bases), I am sure not all the locker is in use 100% of the time--3- took too much time for any other mode of

transportation."

"Too much to say here.--But, one point is that for those, such as I, who have a short ~6mi straight line commute down a major--expressway and have very early start/leave(4am to 2pm) times, there are very few if any alternatives--that have more advantages than a car or motorcycle(which I do not drive).-- Bike is an alternative, but it takes a good set of nerves to share the road with 50mph+ vehicles,-- separated by only a few feet of pavement.----For at least spare the air, if I was to consider another vehicle, perhaps the government rebate program--for low emission/hybrid vehicles should be considered being extended to encourage corporate sponsors."

"Traffic situation for bicyclists needs to improve:--- It's not safe, many times I almost got hit by cars trying to cut me off (maybe more police enforcement would help); it's not acceptable to be much more likely to die in traffic due to choosing alternative modes of transportation:--- Some signals in the area (e.g. Moffett Park Drive turning left to N. Mathilda) only work if a car triggers the ""vehicle present"" sensors. This is very annoying at best.--"

"There are no showers available at Interwoven (without paying hundreds of dollars for gym access). The most direct bike routes into the Moffett Park Business area are very unsafe for bicyclists, particularly along Mathilda Avenue. VTA bus or light rail from Los Gatos takes at least an hour and a half and requires at least one transfer."

"There are not many incentives for people to use alternative transportation systems. If the public transportation system had a good incentive, people would use it and depend more on it. One incentive would be a tax deductible for year round pass."

"There aren't any bike lockers at the new facility. Also, the old facility used lockers designated to one user which isn't very conducive for many users. I think the lockers should be first come, first served, and use removable keys instead of giving keys to one individual who might or might actually use the locker, but ties it to one person."

W

While there are bike paths there are a few areas of maintenance that could use work:----* There is a huge lump in the path on Mathilda that causes you to veer into traffic--* The southbound Mathilda crossing for bikes is at a dangerous angle -- to cross at a reasonable angle you must veer into traffic.--* more regular sweeping of the bike lanes on the frontage road to Ellis would reduce the broken glass problems -- and trimming the bushes--

Why is there no sidewalk on Moffett Park Drive!?

BPAC DPW - Suggest basic bike safety public service announcements on Spanish stations

From: Patrick Grant <sunnyvale_trails@yahoo.com>
To: Sunnyvale <bpac@ci.sunnyvale.ca.us>
Date: 6/10/2006 4:18:28 PM
Subject: Suggest basic bike safety public service announcements on Spanish stations

Greetings,

A very large part of the biking population is spanish, and very dangerous riders. I suggest asking for free public service announcements on area Spanish radio stations communicating basic bike safety, such as riding on the right side of street, stoping for yellow and red lights (bikes cross streeets slower than cars), use white or reflective outer clothing at night, refelcteurs, and lights are best. Recommend helmets for all ages. Perhaps San Jose Communication major could set up the project (script, dialog exchange, taping, and arrange radio on major Spanish south bay radio stations) as a senior project.. With official BPAC support and guidance it should help the senior in placing public service announcemrtn spots for free on the radio.

BTW, perhasp the BPAC could also target to gain spanish speaking members.

Thanks
Pat Grant

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
<http://mail.yahoo.com>

From: Pat Grant <pgrant@mail.arc.nasa.gov>
To: "BPAC DPW" <bpac@ci.sunnyvale.ca.us>
Date: Fri, Jun 9, 2006 3:54 PM
Subject: Fwd: Bicycle and Pedestrian Restrictions on East-side of Moffett Field - Site 27 Remedial Action Project

>Date: Fri, 09 Jun 2006 13:49:01 -0700

>To: (Recipient list suppressed)

>From: Centerwide Announcement <CenterWide@arcwmail.arc.nasa.gov>

>Reply-To: Centerwide Announcement <CenterWide@arcwmail.arc.nasa.gov>

>Subject: Bicycle and Pedestrian Restrictions on East-side of Moffett Field - Site 27 Remedial Action Project

>X-Proofpoint-Spam-Details: rule=notspam policy=default score=0 mlx=0 adultscore=0 adjust=0 reason=mlx engine=3.0.0-06051700 definitions=3.0.0-0606080009

>

>TO: Resident Staff

>

>FROM: Michael Dudley, Director, Safety, Environmental and Mission Assurance

>

>SUBJECT: Bicycle and Pedestrian Restrictions on East-side of Moffett Field - Site 27 Remedial Action Project

>

>

>The Navy and their contractor request NASA's cooperation in limiting excursions to the east side of Moffett Field to official duty only. Their concerns are for the safety of the joggers, walkers, and cyclists who frequent the roadways in this area during the day. The legitimacy of this concern was tragically illustrated by the fatal bicycle accident at Goddard Space Flight Center recently announced by our Center Director.

>

>The Navy is embarking on one of many environmental clean up projects in process at Moffett Field. The Site 27 Remedial Action project addresses the clean up of contaminated sediment in the Marriage Road drainage ditch, North Patrol Road ditch, and the Northern Channel. All these waterways are located through and around the Moffett Golf Course. The Golf Course will remain open, and the contractor has made special traffic control provisions at key road crossings for the patrons.

>

>The route of the heavy truck traffic that will have restricted bicycle and pedestrian access starts at the Moffett Field South Gate entrance and proceeds along South Macon Road around the south end of the runways. On the east side of the field, the route loops around the golf course on East Patrol Road, then North Patrol Road, and back to Macon Road. For other vehicular traffic along Macon Road, the contractor will have flag-men stationed at key junctions.

>

>For a graphic depiction of the route, see the map posted at <http://q.arc.nasa.gov/qe> or go there directly by clicking on the following link: <http://q.arc.nasa.gov/qe/Pedestriantrafficmap.pdf>.

>

>The Navy expects up to 75 transfer trucks on the roads every day. This project is scheduled for completion by the end of this year. Please cooperate with the Navy's request to restrict travel to the east side of Moffett Field to official duty only, and when access to the east-side of the field is required, exercise extreme caution. Your cooperation is requested for your personal safety.

>

>If you have any questions, please contact Ken Kono at e-mail address, <mailto:Kenneth.M.Kono@nasa.gov>, or telephone number (650) 604-3726.

>

>

>

>

>

- >To search for past Centerwide mail: <http://centerwide.arc.nasa.gov/announcements/>
- >To submit Centerwide mail: <http://centerwide.arc.nasa.gov/>
- >To go to the Ames Intranet: <http://insideames.arc.nasa.gov/>

Patrick Grant
(650)604-1050 fax -6767
Airborne Science and Technology Lab
MS 240-6
Bld 259, Rm 103
NASA AMES Research Center
Moffett Field, CA 94035-1000

From: Pat Grant <pgrant@mail.arc.nasa.gov>
To: "BPAC DPW" <bpac@ci.sunnyvale.ca.us>
Date: Wed, Jun 7, 2006 7:21 PM
Subject: Fwd: Message from the Director - Loss of a NASA Colleague

BPAC members,

I thought you should know that Bike safety has become an issue here at NASA after one of the senior researchers (that many of us knew) was killed on a class III bike route.

Regards

Patrick Grant

>Date: Wed, 07 Jun 2006 15:43:19 -0700

>To: (Recipient list suppressed)

>From: Centerwide Announcement <CenterWide@arcwmail.arc.nasa.gov>

>Reply-To: Centerwide Announcement <CenterWide@arcwmail.arc.nasa.gov>

>Subject: Message from the Director - Loss of a NASA Colleague

>X-Proofpoint-Spam-Details: rule=notspam policy=default score=0 mlx=0 adultscore=0 adjust=0
reason=mlx engine=3.0.0-06051700 definitions=3.0.0-06060706

>

>Message from the Director

>Loss of a NASA Colleague

>

>I would like to pass along a message from Ed Weiler of the Goddard Space Flight Center on the loss of a NASA colleague, along with his call for caution:

>

>"I was deeply saddened to hear about the recent tragic loss of a valued NASA colleague, Yoram Kaufman, an eminent Goddard Space Flight Center climatologist, who was struck by an automobile while riding his bicycle.

>

>On May 26th, while bicycling across Goddard, a fast moving vehicle hit him from behind. Although he was wearing a helmet, he suffered serious injuries. After lingering in a comma for several days he succumbed to his injuries, passing on the evening of May 31st.

>

>Yoram, a Senior Fellow, was a highly regarded Project Scientist who wrote or co-authored over 170 scientific papers on Solar and Terrestrial space science. He developed remote sensing methods for fires and aerosols, and was project scientist for Terra and other major NASA Earth Science projects.

>

>Regrettably this is a sad reminder of the importance of bicycle safety. I encourage you all to please exercise caution whenever bicycles are operated in close proximity to motor traffic, whether you are a motorist or bicyclist.

>

>For more information on Yoram Kaufman, his family, and this tragic event, the family has created a web site at: <http://yoramstatus.blogspot.com> or for information on bicycle safety at: http://www.svbcbikes.org/bike_ed/index.php

>

>S. Pete Worden

>Center Director

>

>If you would like to respond to this memo electrically, you may do so by double clicking on the follow: <mailto:michael.dudley@nasa.gov>

>

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>

>To search for past Centerwide mail: <http://centerwide.arc.nasa.gov/announcements/>

>To submit Centerwide mail: <http://centerwide.arc.nasa.gov/>
>To go to the Ames Intranet: <http://insideames.arc.nasa.gov/>

Patrick Grant
(650)604-1050 fax -6767
Airborne Science and Technology Lab
MS 240-6
Bld 259, Rm 103
NASA AMES Research Center
Moffett Field, CA 94035-1000

From: Pat Grant <pgrant@mail.arc.nasa.gov>
To: <bpac@ci.sunnyvale.ca.us>
Date: Mon, Jun 5, 2006 5:57 PM
Subject: Recommend adding this resource to your list <http://www.trailsandgreenways.org/>

Greetings,

I recommend adding this national resource to your list. <http://www.trailsandgreenways.org/>.

The are part of rail to trails organization and have Bay area representative to assist.

see <http://www.railtrails.org/field/western/default.asp>

Thanks

Patrick Grant

Patrick Grant

(650)604-1050 fax -6767

Airborne Science and Technology Lab

MS 240-6

Bld 259, Rm 103

NASA AMES Research Center

Moffett Field, CA 94035-1000

From: Patrick Grant <sunnyvale_trails@yahoo.com>
To: George Bell <gbell2@sonic.net>, "bod@stevenscreektrail.org"
<bod@stevenscreektrail.org>, Tom Bornheimer <tom_bornheimer@stevenscreektrail.org>,
<AChan@ci.sunnyvale.ca.us>, Dean Chu <CouncilDeanChu@yahoo.com>, "dcogill@ci.sunnyvale.ca.us"
<dcogill@ci.sunnyvale.ca.us>, Fredrick M FOWLER <fred@fmfa.com>, Aaron Grossman <exec-
dir@stevenscreektrail.org>, Melinda Hamilton <council@melinda.org>, Ross Heitkamp
<ross_heitkamp@stevenscreektrail.org>, John N Howe <jh2@aol.com>, "kibiker@netzero.net"
<kibiker@netzero.net>, Otto Lee <otto@ottolee.org>, Chris Moylan <cmoylan@stanford.edu>, Bill
Sheppard <Bill.Sheppard@Sun.COM>, Robert Sloan <robert.sloan@philips.com>, Sunnyvale
<bpac@ci.sunnyvale.ca.us>
Date: Wed, May 31, 2006 10:24 AM
Subject: Direction for Bicycles -correction web site should be <http://yoramstatus.blogspot.com/>

All,
Sorry, A typo slipped in on Yoram's family blog web
site. He is the leading NASA atmospheric scientist
just killed in a Bike/car accident. It should be
<http://yoramstatus.blogspot.com/>

Sorry about the typo
Pat

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
<http://mail.yahoo.com>

From: Patrick Grant <sunnyvale_trails@yahoo.com>
To: <trisch@mail.arc.nasa.gov>, <gbell2@sonic.net>, <bod@stevenscreektrail.org>, <tom_bornheimer@stevenscreektrail.org>, <AChan@ci.sunnyvale.ca.us>, <CouncilDeanChu@yahoo.com>, <fred@fmfa.com>, <exec-dir@stevenscreektrail.org>, <council@melinda.org>, <ross_heitkamp@stevenscreektrail.org>, <jh2@aol.com>, <otto@ottolee.org>, <cmoylan@stanford.edu>, <Bill.Sheppard@Sun.COM>, <robert.sloan@philips.com>, <bpac@ci.sunnyvale.ca.us>

Date: Tue, May 30, 2006 6:09 PM

Subject: A good collage of mine, Yoram Kaufman, is very near death after being struck by a car while riding

All,
Yoram, was a heroic leading atmospheric scientist, who most recently lead the internal NASA campaign for support of Gloabl Warming expert, Dr Jim Hansen, (despite possible retribution from the Bush administration). He was struck down on a popular biking street where cars pass bikers at high speeds. If you want to know what is like to struggle for life after being struck by a car see <http://yoramstatus.blogspot.com/>.

I have had too many friends and even family hit by cars on bike. Let this be notice that I will not tolerate those who stand in the way of reasonable access to safe bike trails. Someone please forward this to Larry Stone.

Pat Grant

Do You Yahoo!?

Tired of spam? Yahoo! Mail has the best spam protection around
<http://mail.yahoo.com>

From: "Randall Sage" <randall.sage@gmail.com>
To: <bpac@ci.sunnyvale.ca.us>
Date: Wed, May 24, 2006 10:57 AM
Subject: Biking in Sunnyvale

To whom it may concern:

If you're rushed, then here's the two line version of my missive:

1. Please clean the bike lanes weekly (at least on busy streets)
2. Please try to make the stoplights at California/Sunnyvale and Arques/Sunnyvale (on this last one, I'm thinking of the first intersection north of Central Expwy -- I think Arques.)

I live near downtown Sunnyvale and work at the Lockheed Martin Sunnyvale campus. For the last year, I did not bike to work because I fear to bike over Mathilda or Fair Oaks. About a month ago one of the senior engineers suggested I consider biking Maude to Ellis and the frontage road back over to Lockheed. About three weeks ago, I did so for the first time. I have bought a road bike and I now exclusively bike or carpool to work (because I don't like driving).

As you may have guessed, I am very eager to see the Borregas bike path completed, as that will permit me to bike safely and directly from my home to work. In the meantime, the extra distance to bike to Ellis is well worth the perceived safety of avoiding Mathilda and Fair Oaks.

I would like to suggest two improvements: more frequent cleaning of commonly traveled bike paths and bicycle friendly "stoplight timing" for lack of a better term.

For street cleanliness, the worst parts of my ride are on Manila where I am unsure whether it is Sunnyvale or Mountain View and -- in Mountain View -- on Ellis under 101. My coworker who lives in Santa Clara leads me to believe that bike lanes are cleaned every week in that town, whereas I know that residential streets are cleaned only monthly in Sunnyvale. I understand that there is expense associated with street cleaning, so I recommend that this have limited scope in order to limit cost. I would focus on the busy streets, which both have more litter and are more dangerous to exit the bike lanes. If you can forward this to your associates in Mountain View, I would appreciate that as well.

When I say "stoplight timing" I am referring to the stoplights at the Sunnyvale Ave/California Ave and Sunnyvale Ave/Arques Ave intersections. Both of these stoplights turn red when cars are not in or approaching the intersections. I find that I need to bike up to the usually deserted intersections, stop, and then wait for the lights to turn green. Lately, I have been coasting very slowly and waiting for cars to set off the lights because I otherwise need to hurry up to the intersection, then stop and wait, which is very frustrating and tiring. My guess would be that the lights default red to slow traffic. That is a reasonable goal, in which case perhaps some other solution could trigger the lights for bicyclists. When the Borregas trail opens, I suspect I won't be the only one bemoaning these two lights. In the meantime, I guess I may have to tolerate them.

Thank you for your time,
Randall Sage
493 Southwood Ave
Sunnyvale CA, 94086

From: "Randall Sage" <randall.sage@gmail.com>
To: <bpac@ci.sunnyvale.ca.us>
Date: Wed, May 24, 2006 10:57 AM
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Thank you for your time,
Randall Sage
493 Southwood Ave
Sunnyvale CA, 94086

From: "Jeremy Hubble" <jghubble@gmail.com>
To: <bpac@ci.sunnyvale.ca.us>
Date: Tue, May 23, 2006 3:04 PM
Subject: Bike plan update comments

I have a few comments on the bike plan update as it is posted on the web site. (If this is not the proper location to send these comments please forward them as appropriate.)

One 'capital project' that I would like to see added is a bike/ped connector between San Bernardino Way and Arques or Walnut. This would provide a good connection between Sunnyvale Ave and Central, and make a safer, more efficient commute to downtown Sunnyvale. It would also improve access for the residents of the apartment complex on those streets, and allow bike and pedestrian access without requiring crossing Mathilda or Central.

In addition, I believe the plan could benefit by providing additional focus on improving the current bicycle conditions through minor adjustment to city policies and regulations:

The plan should encourage the city council to adopt bicycle parking standards for all new development. Retail development especially should be required to have bicycle parking - possibly as a 'bonus' percent of existing parking. (i.e. a requirement to provide at least 5% of parking for bicycles, with the ability to credit that parking against automobile parking.) One of the significant obstacles of bike use is finding a good place to park a bike. (We often opt to shop in Cupertino or Los Altos due to wider availability of bicycle parking.)

In the General plan section, "make the traffic signal system responsible to all users, including bicycles and pedestrians" is listed. For the bike plan, this should be elaborated to add a few key components:

- 1) 'bike markings' should be made a standard requirement on all signalized intersections. (This can alert the cyclists on the proper location to place the bike to activate the signal)
- 2) Signal timings should be changed slightly to accommodate cyclists. The current signals often complete their cycle before a moderate to slow speed cyclist can clear the intersection. Adding a few seconds to the default timing for signals can ensure that everyone can make it across the intersection.
- 3) Timing of signals on cross streets should be taken in to account to provide a viable cycling routes. For example, the signals on Reed/Old San Francisco at Wolfe and Fair Oaks have an extremely long wait time. The plan should have the goal of shortening the light cycles to improve through access.
- 4) Explore changing city policy on placement of 'lane closed signs'. I have often seen these signs placed in a bike lane stating that a lane ahead is closed. (The actual bike lane may in fact be open ahead, though the sign restricts access.)

To the bicycle projects list, implementation of a full-time bike lane on Homestead Rd should be added. This 'bike lane' provides minimum value for cyclists. It is closed during early morning and late evening commute times, as well as during the weekends. The plan should

include a goal of making this a full time facility that can be fully utilized. (And ironically, parking demand is very small, though one car parked essentially makes the bike lane invalid.)

Also, the plan should contain standards for lane safety and construction. Any new bike lane should have a minimum pavement width (excluding curb gutter) They should also be available 24 hours.

Another improvement in the plan is signing. Bike route signs could be put up - especially in areas where there is a 'bike shortcut'. In addition to saying that there is a bike route, they should also provide descriptive information of the destination. (For example, "Bike Route - Borregas bridge to Moffet Park") Some car signage is currently quite misleading for bikes. For example, at the intersection of Sunnyvale and Mathilda, a sign states "no park access". While this is true for cars, for bicycles and pedestrians there are two routes that access Las Palmas park. Signs should be put in place so that bicyclists can find these routes without needing to consult a bike map.

Finally some additional exploration could be added to the plan:

1) Removal of parking from all arterials and the installation of bike lanes in the space. Sunnyvale is dominated by single family homes. Current zoning requires availability of 4 parking spaces for each single family home. Many of these arterials are fronted primarily by single family homes that meet this criteria. The city should adopt a blanket policy removing street parking from these streets.

2) Additional bike/ped caltrain crossings. Pastoria, Commercial (or elsewhere between Lawrence and Wolfe), and Corvin (in conjunction with Santa Clara)

Thanks,

Jeremy Hubble
869 Helena Dr.
Sunnyvale, CA 94089

BPAC DPW - Bike parking help needed - please volunteer !

From: "Fred Wiesinger" <freder@gmail.com>
To: <freder@gmail.com>
Date: 5/22/2006 11:07:12 PM
Subject: Bike parking help needed - please volunteer !

Sunnyvale SVBC'ers ! Please volunteer - this is a big event for raising bike awareness in Sunnyvale, and SVBC benefits financially from providing this service ! Your time contribution makes it possible. It's just 3 hours, and it's fun!

Save me some phone calls - please ! Saturday afternoon is wide open, (12-3, or 3-6pm) and Sunday has openings for all shifts (10-12, 12-3, 3-6pm).

On Sat/Sun June 3rd & 4th Sunnyvale will have its annual Art and Wine Festival. SVBC has provided volunteers for quite a few years now to staff the Free Guarded Bike

Parking booth. I'm organizing the bike parking once again and am looking for help.

Here's the setup - each day (Saturday and Sunday) there are three 3 hour shifts, starting at 9am. I need two volunteers for each shift, not counting myself. You sit/stand at the table and wheel bikes to be parked into the parking area. We don't require people to lock their bikes, but of course they can if they want to. I'll provide more details in email to the people who volunteer to help.

The bike parking area is in a nice location this year ! We'll be just west of Macy's at the intersection of Washington and Town Center Lane - same as last year.

Enjoy the sun, people, art, wine(beer,soda,water), conversation with fellow bicyclists, and your own deep sense of satisfaction in helping out ! Email me now to get the best time slot !

Fred Wiesinger

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/Fred

"Careful. We don't want to learn from this."

- Bill Watterson, "Calvin and Hobbes"

From: Bob Sutterfield <bobs@google.com>
To: <pubworks@ci.sunnyvale.ca.us>, <bpac@ci.sunnyvale.ca.us>
Date: Tue, May 16, 2006 1:33 PM
Subject: comments on 2006 Bicycle Plan Update (Draft 7 - May 12, 2006)

If this is not the correct address for public comments on the Bicycle Plan Update draft, please let me know and I'll send it again.

I am not a Sunnyvale resident, but I commute by bicycle through Sunnyvale from my home in San Jose to my office in Mountain View. The Sunnyvale portion of my route takes me north along Stelling/Hollenbeck/Pastoria then west on Evelyn.

Here are my two areas of comment on your draft:

1) I see improvements scheduled for Evelyn to add bike lanes. Will the street's pavement be improved at the same time? I don't need bike lanes (in fact their absence is one reason I prefer to use Evelyn when I'm cycling), but it would be helpful if the road were more comfortably passable. The uneven surface and multitude of mismatched patches are an existing impediment to safe and useful cycling on that road, because avoiding surface obstructions requires part of my attention to be diverted from traffic safety.

Shouldn't pavement quality be listed among Table 4.1 "Toolkit of roadway improvement options"? If you assert "Bicyclists are most interested in..." I would suggest you add smoother pavement as a fundamental accommodation.

2) In section 2.7 "Education and Encouragement", the discussion of the Sunnyvale Bicycle Map describes the skill level recommendations for non-bike route streets. The description uses the phrase "Bicyclists must share the road with vehicles..." An un-knowledgeable reader might mistakenly infer from this language that there is a distinction between bicycles and vehicles, and that a bicyclist is not the operator of a vehicle, enjoying the same rights and privileges and protections and subject to the same constraints and responsibilities. Surely that's not what you intended?

Thank you for this opportunity to comment on the draft plan.

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